2023.31.11

Old Dartmouth
Historical Society

WHALING
MUSEUM
LIBRARY

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Dorothy B. Jenkins
and
Peter D. Blatchford
in memory of Peter Blatchford
and his children
2023.31

DALZIEL

4 Lvs
4/n 2/P

Crew List Ship Horatio -

	Capt. Grant. & wife	Nantucket
1st mate.	Geo. W. Center.	New Hampshire
2nd mate.	Geo. W. Pierce	Acushnet. Mass
3rd mate	Geo. Howland.	New Bedford "
4th mate.	Wm. H. Morton	Gay Head "
Steward	Frank. Gerard	New Bedford "
Cook.	Joseph. Herron	Brooklyn N.Y.
abin boy.	Camill. Savoie.	Burlington. Vt.
Cooper.	Richard Dacies --	England.

Boatsteers Manuel sylva. Joseph. Sylva. Manuel. senthr
Sinthur Lewis. Nantuckett.
crew
Michael Mc Mamara. New York
Edward. C. Chipman. Sandwich mass.
Wm. C. Colby. Salem. New Hampshire
Joseph Coleman. Connecticut
Geo. W. Harding Providence
ennis Gerald Providence
Geo. Beals. Boston
has Eckert. New York.
Aurthur Folger. Nantucket
Peter Dennis Blacksmith New York
0 Portuguese from the western Islands.
2 Kanakas Harry & Sam from Rotamah.
Perry A. Pierce. Carpenter. Syracuse

Sailed from New Bedford Thursday Aug 9th 1877 in the Ship Horatio Capt. Grant on a whaling voyage to New Zealand.

Tuesday Aug. 14th /77

Spoke the Bark Sarah B. Hale. Capt. Sclocum

Sunday Sept. 7th /77

about 7 O'clock in the morning saw whales. going to windward but none struck.

Monday Sept 10th

Sighted the Island of Flores. boats crew from the Bark Minerva come on Board Capt. Lapham

Wednesday Sept. 12th /77

Sighted the Island of Fayal. sent 3 letters home.

Sept. 14th

Capt went ashore in Fayal and got some sweet. Potatoes Boatsteers had 24 hours on shore to see their friends.

Sept 18th /77

Capt come on board.

Tuesday Oct. 2nd 77

Lowered the boats for blackfish but got none.

Saturday Oct. 13th /77

raised whales. struck one that made. 21 Barrels.

Wednesday Oct. 24th /77

Sighted the Island of Trinadad

Thursday Nov 8th /77

Sighted the Island of Christian De Atenna.

Thursday Nov. 15

raised a large Sperm whale close to. but did not Lower the boats

Saturday Nov 24th /77

raised right whales in the morning lowered 2 boats struck 1 the irons drew and lost the whale.

1877/ 3

Friday Dec. 7th.

sighted the Island of St Pauls and caught 13 barrels of fish and salted them down for ships use.

1878 Sunday Jan 13th /78

Lowered for whales did not get any Came on board and lowered again and got none.

Monday Jan 14th /.78

raised whales in the afternoon lowered away and got 3: which made 100 barrels. —

Sat Jan 26th /78

raised whales going to windward. sighted the 3 Islands Called the 3 Kings. the entrance to Bay of Islands.

Wed. Feb. 14th 78

Sighted French Rock first time.

Mon Feb. 25th 78

Spoke Bark Gazelle. Capt Mosher saw an Old Shipmate

Mon Mar 4th /78

raised sperm whales 2nd mate got one made 64 barrels. but it Came on to blow and lost his head.

Thursday mar 14th /78

Sighted Bay of Islands Came to anchor next day. and sailed from the Bay on Apr. 4th /78.

Apr 11th /78

spoke the Bark triton and went on board.

Tues. Apr. 16th /78

Spoke the California and went on board.

Apr. 20th /78

raised 8 sperm whales and got 1 made 30 barrels.

Apr. 25th /78

raised sperm whales and got 1 which made 103 Barrels.

May 9th 78

Spoke Bark Gazell and went on board.

1878

May. 10 th /78

raised sperm whales. 1st mate got one made 66 Barrl, Capsized and stove the boat.

May 12 th. /78

raised sperm whals. 1st mate struck one made 65 barrels.

Tues June. 18 th. /78

Spoke California and went on board.

June. 25 th /78

raised sperm whales. 1st mate got one. stove the boat. but saved the whale made 90 barrels.

July 1st. /78

raised sperm whales did not get any.

July. 6 th /78

Spoke the ship California and went on board.

July. 16 th.

Arrived at the Island Manuie

July 18 th.

Arrived at the Island of Tudillo both inhabited by tribes of Kanaka and abounding in all kinds fruit

Aug. 10 th.

Arrived at New Nantucket spoke a merchant ship and sent letters home. this is a barren Island used for taking guano from. raised a school of whales here struck 2. 1 Capsized the mate and stove the boat and one we saved which made us 25 barrels.

Aug 28 th /78

Sighted hope Island Natives appeard wild did not go ashore.

Sept 1st. /78

Sighted Byrons Island and went on shore. —

Sept. 8 th. /78

Sighted the Island of St Augustine went on shore.

1878/

Oct. 1st /78

Sighted Republican Island went on shore

Oct. 3rd /78

Arrived at Rotamah went on shore and got plenty of fruit and shipped 2 of the Natives as sailors

Oct. 18th. 78/

Sighted Norfolk Island all hands had a liberty of 24 hours. wrote home

Nov. 12th /78

Spoke a merchant ship the Red Cloud and gave her provision Capt and wife went on board.

Nov. 29th /78

arrived in port of Bay of Islands and sailed Dec 16th 78. received 6 letters and sent home. 21 ——
1879.

Feb. 8th. 79/

raised sperm whales. got 1 made. 102 barrels.

Feb. 14th 79/

raised sperm whals got 1 made. 50 barrels.

Feb. 22nd /78

raised sperm whals. got 2 made. 136 barrels.

Mar 3rd

raised whales got one made. 80 Barrels.

Mar. 27th.

raised whals. got 2 made. 55 Barrels.

May. 9th.

raised whales got 2 made. 120 Barrels

not having a log to copy from lost run of the whales that were taken but up to the time of coming in here on the 15th of may we had all told. 1140 Barrels of sperm oil

Wed. June 18th /79

Set sail from the Bay of Islands at 9 Oclock in the morning with a very strong Breeze and square yards maintopgallant sail set. Course N. E. left our 2nd mate ashore on sick leave. stowed cable got our anchors on the Bow and scrubbed deck took in upper topsails and reefed mizzen topsail 6 Oclock

Thurs. June 19th /79

Day begins good strong Breeze. set the upper topsails raised a sail at 7 O. clock. A. M. 4 Points abaft. Starboard beam. 10 O clock came on squally took in upper topsails 5 Oclock took mainsail and jib. Course N. E. By. N.

Fri June. 20th /79

Day begins with a heavy gale of wind at 7 Oclock Port watch goosewinged maintopsail hoisted the boat on upper cranes. Continues blowing all day with heavy squalls with rain and hailstones.

Sat June. 21st

Continues blowing same as yesterday set the main topsail at 12 O clock set lower foretopsail 2 O clock took it in again. nothing doing all day. at 8 O clock Port watch goosewinged maintopsail again blowing very hard

Sun June. 22nd

Storm abates set maintopsail and foretopsail and Foresail. masthead fore and main took in foresail at 6 Oclock. raised a sail at 12½ oclock 2 points on weather bow. carrying topsails on starboard tack.

Mon. June. 23.

Day begins good steady Breeze. but a little squally. Carried Topsails and foresail. brake out water and molasses and wet hold. at 6 oclock took in foresail and mizzen topsail. mastheads all round.

1879 7

Tues June 24th/79

Day begins with a topgallant sail Breeze and Continues steady all day broke out Slop cask and furnished cloths to all hands loosed all sail to dry spent the afternoon watch knotting rope yarns took in all sail at sun down to cruise. served out honey foward and killed 2 Turkeys for aft. Wed. June. 25th. 79

Day begins with a very light breeze and continues so all day. all sail set Blacksmith working to day Broke out Tobacco. took in all sail at night.

Thurs. June 26th/79

Day begins with light winds and rain and Continued raining all day Carrying only lower Topsails mastheads Come down at 12 Oclock nothing doing to day.

Fri. June 27th/79

Day begins with a nice steady Breeze and Continues during the day all sail set cleaned out Try works both watches to work making spun Yarn Course N. E. B. E

Sat. June 28th

Day begins with a good stiff breeze and continues all day. nothing set but lower topsails and foresail both watches making spun Yarn killed 2 turkeys for aft and broke out Beef and Pork. sand scrub at night.

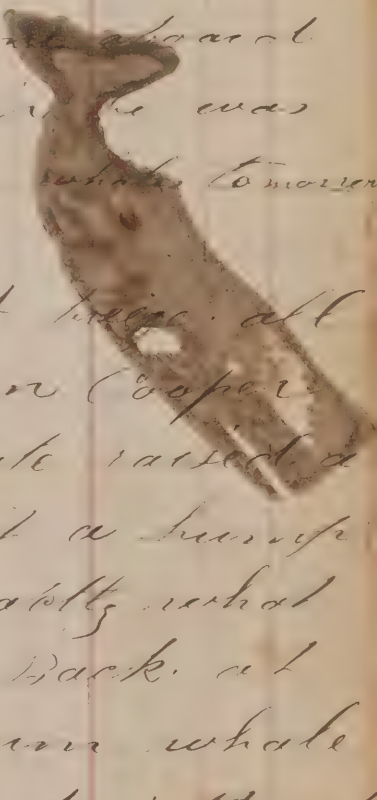
Sun. June 29th/79

Day begins with a very light Breeze and Continues all day all sail set took in sail at sundown Capts wife sent Books and papers foward to the men sported 2 Fin back whales and a school of Porpoise from masthead. I think the water looks very like whales.

1879

Mon. June 30th

Day begins with a good breeze carried topsails foresail mainsail and jib all day sent down upper maintopsail to repair both watches sewing sent it up at 2 O clock. port watch broke out water and wet hold raised a large sperm whale 3/4 of a mile off 2 points on port bow wore ship and lowered ~~Star~~Larboard boat. got within 2 ships lenth of him, when he turned flukes and went down boat came aboard as it was to late to see him again he was raised about 1/2 past 4. expect to see whales tomorrow



July

Tues. July 1st 79

Day begins with a very light breeze all sail set watch making spun yarn Cooper repairing casks. at 9 O clock 1st mate raised a whale on weather beam called it a hump back but did not make out exactly what he was at 2 O clock raised fin Back at half past 3 O clock raised a sperm whale lowered down 3 boats at 4 O clock 4th mate struck him Boatsteerer got knocked overboard and one of the crew jumped over but both got picked up right away 3rd mates boat got stove pretty bad. got him killed at dark and had him alongside at 7 O clock port watch had first watch on deck.

Wed. July 2nd

all hands called at 3 O clock and commenced Cutting in had the head off at 10 O clock and had him all cut in and case baled at 6 O clock Starboard watch went below. Very fine weather.

July 1879

Thurs. July. 3rd / 79

Trying out our whale to day no sail set only maintopsail and foresail rain pretty much all day with a very stiff breeze looks like bad weather coming. broke out molasses. sung out a blow from masthead at 4 O'clock but did not see it again.

Independence Day Fri. July 4th

Day begins with light winds trying out all day and finished about 9 O'clock turned up 90 barrels. Carpenters repaired the Bow Boat that was stove on the whale. fin back in sight from masthead cleaned out blubber room and stowed down mincing machine and try gear took in sail at 6 O'clock.

Sat. July. 5th

Day begins with light wind and rain but cleared up at 10 O'clock cleaned out try pots and cook pot and cooler and scrubbed deck and cleaned the [illegible] made sail at 12 O'clock. stowed down all the rest oil in the afternoon broke out salt and fresh water in the fore hold to make room for the oil finbacks and killer reported from mast head took in all sail at 6 O'clock weather fine

Sun. July. 6th

Day begins with very fine weather all hands on deck stowing down oil stowed down 90 barrels. broke out bread set sail at 12 O'clock first mate struck Philip 3 times and drawed blood saw a sail at 3 O'clock kept off for her and her boat came aboard to gam as she proved to be the Bark Alaska Capt. Fisher 2 weeks out from the bay with no oil since she came out we saw finbacks all day to day from masthead

Mon July 7th 79

Day begins with a very light breeze all sail set Barque Alaska in sight all day. fin back and Albacore in sight from masthead watch on deck making spun yarn wore ship and took in sail at 9 o'clock. blacksmith at work all day. [illegible] one of the sailors got $10 Bounty for the last whale.

Tues. July 8th 79

Day begins with a very light breeze all sail set finbacks raised at masthead sent down upper fore topsail to repair sent it up again at 12 o'clock sent fore top gallant sail down to repair sent it up again at 5 o'clock scrubbed decks took in all sail but the main topsail raining at 7 o'clock and looks like bad weather. Alaska in sight all day to day.

Wedns. July 9th 79

Day begins with a very strong breeze squally with rain and continues all day set the jib foresail and mainsail in the morning took in jib at 10 o'clock finback raised at masthead Starboard watch broke out Beefe and pork and wet hold took in mainsail and jib and foresail at night.

Thurs July 10th 79

Day begins with a pretty strong breeze and continues during the day all sail set steering S. E. Course took in light sail at sundown raised a sail at 11 o'clock she proved to be a schooner passed us 2 miles on our lee beam making spun yarn all day raised fin back at masthead. Dennis a pet pig we had died to day and one of the turkeys flew overboard lowered a boat and got him again.

11

July 79

Fri July 11th 79

Day begins with a very stiff breeze and continues all day foresail mainsail and jib set saw sail in sight at 8 o'clock supposed to be a merchant man ran out of sight at 10 O clock raised a school of Porpoise from masthead. broke out molasses and Vinegar to day. took in sail at night Course N.W.

Sat July 12th 79

Day begins with very rough weather and continues all day nothing set but the foresail and a very heavy sea running took in foresail at 5 o'clock

Sun July 13th 79

Day begins with pretty fair weather and set sail toward night all sail set raised a spout close to the ship and thought it was a Sperm whale hauled up the mainsail and hauled aback the main yard and called all hands but it turned out to be a humpback also school of porpoise in sight. steering by the wind.

Mon July 14th 79

Day begins with a good stiff breeze all sail set steering W. S. W. wind get light during the day. Starboard watch broke out water and put water in hold. both watches making spun yarn.

Tues July 15th/79

Day begins with a very stiff Breeze and continues during the day have the log to day for the first time this making 8½ knots. raised the 3 [illegible] at 7 O'clock broke out [illegible] in the [illegible] Cook laid up with a sore foot Bill went in the galley in his place. ship steering S. S. W. bound for the Bay of Islands for 2nd mate.

Wed July 16th 79

Day begins with a very strong breeze steering South turned the reefs out of the fore and main topsail at 2 O'clock kept breezing up toward night at 7 O'clock took in and furled fore and maintopsail and foretopmast stay sail. saw finbacks to day

Thurs July 17th 79

Day begins with a good breeze and misty cold weather men look blue coming from masthead weather gets lighter towards night loosed fore and main topsails at 9 O clock and set flying jib wind has hauled ahead steering on the wind ship made 133 miles last 24 hours. starboard watch at work repairing pump hose.

Fri July 18th 79

Day begins with a good stiff breeze and continues all day. tacked ship at 2 O'clock and wore ship at 7 O'clock wind still ahead for the bay. ship steering by the wind chief mate repairing water bucket.

Sat July 19th 79

Day begins with a good breeze raised Cape Breton at daylight on the weather beam set all sail maintopgallant sail leech line parted when we were setting it cast off one yardarm and repaired it aloft tacked ship at 11 O clock and again at 2 O clock at 3 O'clock we had a heavy squall. took in and furled all sail at 5 O'clock loosed fore and main topsail and reefed them. blowing stiff yet. 3rd mate lost hat overboard. boatsteerer, and 1 man at masthead at 9 O'clock wore ship set foresail mainsail and jib at 10 O'clock furled mainsail and upper topsails and jib at 11 O'clock set foresail again and at

July 79

Sat. July 19th. 79

2 O'clock it began to blow strong furled foresail and mizzen topsail and set fore stay sail the sheet slipped and the block struck pete one of the sailors in the head and knocked him senseless picked him up and carried him below and he did not speak for 2 hours but got better after a while at 4 O'clock blowing a gale of wind forestaysail tack parted and the sail went aloft hauled it down and furled it and took in lower foretopsail had a very hard job set the starboard boat on the upper cranes. blowing heavy with bad squalls no land in sight: hope the wind will haul pretty soon.

Sun. July. 20th. 79

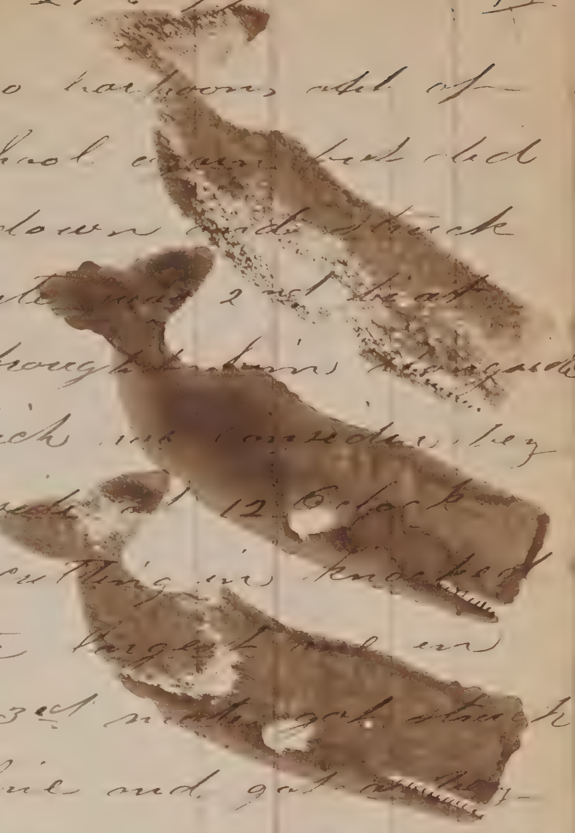
The gale still continues blowing very hard at 7 O'clock set all the boats on the upper cranes at 1 O'clock the wind abated some and we wore ship. at 4 O'clock loosed the lower foretopsail at 7 O'clock loosed the foresail and furled the forestaysail. at 9 O'clock set the jib and mizzen topsail at. 2 O'clock set maintopsail and main sail. pretty good weather but a little squally. wind ahead yet

Mon July. 21st/79

Day begins with a light breeze all sail set the Port watch commenced breaking out water Antone raised Sperm whales 3 points on the lee bow 2 miles off. at 8 O'clock lowered away 3 boats. in 25 minutes the mate 4th mate and 3rd mate struck the mate killed his whale and waifed him the 4th mate killed his and brought him to the ship he then went and picked up the mates whale and brought him alongside. the 3rd mate lost his whale one of the loose whales got foul of his

Mon. July. 21st. 79

July 1879



line and pulled the two harpoons out of the fast whale chased the school down but did not get fast. the mate came down and struck another whale and the 3rd mate was 2nd boat and they turned him up and brought him alongside that made 3 whales to day which we consider very good luck we had them alongside at 12 O'clock got dinner and commenced cutting in knocked off at 7 O'clock having cut the largest one in and left his head outside. the 3rd mate got struck in the head with the bone line and got a very bad cut. started the works at 11 O'clock weather very fine expect to get the other 2 cut in tomorrow in sight of land when we struck the whales Cook killed 2 hogs. to day. broke out water

Tues. July. 22nd. 79

Begins with fine weather watch called at 5 O'clock commenced cutting in got 1 whale cut in at 10 O'clock and at 12.30 had the other cut in weather begins to get bad strong wind with rain squalls got dinner and went on deck to cut in the head of our big whale hauled it up to the waist but it blew so hard we could not cut it in at 4 O'clock blowing a gale of wind made every thing secure on deck and took in all sail the ship under bare poles at 9 O'clock we lost the head the chain parted and it was the largest whale we had. works going still though boiling very slow. weather very bad. old man spliced the main Brace.

Wed. July. 23rd 79

Wind has gone down and weather looks better trying out yet but very bad work handling casks

July 1879

Wed. July 23rd '79

Set main and mizzen topsails foresail and Jib at 10 o clock good weather and I thought we were going to have a good time with the rest of our oil but at 2 O clock began to blow and rain and at 4 o clock blowing a gale of wind again Took in Jib foresail and mizzen topsail very bad work getting around deck broke out meat and malasses to day all hands on deck until 12 O clock afternoon starboard watch went below.

Thurs July 24th '79

Day begins with a little better weather than yesterday but a very heavy sea running trying out yet got through with the body at 6 O clock and put the head on and put fat lean on at 12 O clock took the teeth out of the Jaw in the afternoon and also Coopering oil no sail set only foresail and maintopsail at 3 [illegible] raised a large bark of the weather bow in sight off deck.

Fri July 25th '79

Day begins with good weather and a nice breeze got all through trying out this morning all hands on deck to day stowing oil in the fore hold stowed about 70 barrels wore ship and set fore and mizzen topsail at 6 O clock Capt got a very bad cold can hardly speak mate very bad with sore hands 3rd mate bad with a cut head Cook getting better of his sore foot.

Sat July 26th '79

Day begins with pretty good weather although a little squally in the forenoon finished stowing our oil at 12 o clock in the main hatch we stowed down this oil 107 barrels and 23 gallons and if we did not

Sat July 26th 79

lose the head of our large whale we would have had 150 barrels we wet holds and scrubbed ship in the afternoon and broke out Tobacco. at 4 O clock we made sail and are trying to get in the bay again we have got now 204 barrels since we left there just 5 weeks. and I consider that good luck. Cook went on duty to day we filled the [illegible] water with plenty of fresh water to wash clothes.

Sun July 27th 79

Day begins with a pretty stiff breeze set flying jib and mainstaysail at 10 O clock began to blow took in flying jib and staysail and upper fore topsail carried away our fore tack. at 12 O clock set topsail again. at 2 O clock took in fore and maintopsail and at 5 O clock took in all sail blowing and raining no mastheads after 2 O clock raised a merchant ship off deck passed pretty close to us on our starboard beam wind fair for the bay but cannot run on account of foggy weather. but I think we will go in to morrow if the wind holds as it is now. land about 40 miles off to night. broke out a bag of Auckland bread to day.

Mon July 28th /79

Day begins with a good breeze and fine weather all sail set watch at work clearing up between decks cooper repairing gangway board broke out cask of bread raised land at 3 O clock got pretty close at 7 O clock then tacked ship 3rd mate tending braces and broke our maintopgallant yard in two pieces had all hands on deck to clear away the wreck land close to now expect to run in to morrow and I will be very glad of it for we have had a very rough time of it this last month wet weather about all the tim

17

July 1879

Tues July 29th /79

a calm without any wind to speak of began to work up to get in the bay tacking all day and up to 12 O'clock at night all hands on deck until 7 O'clock when the watch went below working all day at our new topgallant yard got it near ready to send aloft got our anchors off the bow and got cable up a schooner tacking with us all day but did not get in 2 schooners passed us in the channel outward bound one of them signalized us we put blue peter at masthead for the pilot but he did not come off but there was no danger for it is a bright moon light night and a little chilly 12 O'clock to night we are about 10 miles from the anchorage.

Wed July 30th /79

Wind light and still ahead called all hands at 6 O'clock and beat up to windward until 12 O'clock when the wind died out and we had a dead calm about 6 miles from the bar had 3 boats down towing the ship but could not make any headway called the boats aboard and down anchor all hands went to dinner the butcher come aboard and brought a quarter of beef and some eggs and also the mail I had 3 letters one from Mag Morris one from Jim and one from Kate our 2nd mate come aboard he is all right again at 1 O'clock we hove anchor and a fair wind carried us in the bay where we cast anchor at 3 O'clock we furled all sail and scrubbed deck all hands feel good now for we have had a pretty hard time of it this last month and now we will have all night in this is one of the nights that makes me think of home after I have read all my letters

Aug 1879 **Thurs. July 31st** in Port -

all hands called at 7 o clock no work done before breakfast. 2nd mate went on duty to day he spent the day rigging our new maintopgallant yard got it crossed at 4 O clock broke out water casks and got them on shore a gang filling water all day also breaking out a set of shooks in the fore hold Capt came aboard at 9 o clock did not stop long. knocked off work at 5 O clock. 3rd mate's Boat and crew scrubbed ship outside to day. busy writing letters home to night. received a letter [illegible] my brother John.

Fri Aug 1st 79

Aug 1879 good weather all day to day Cooper setting up new casks. also breaking out shooks and stowing back broke out coffee and rice and sugar. Coal tared the bends 4th mate repairing one of the bob stays.

Sat Aug 2nd 79

Pleasant weather all day to day. Cooper setting up and flagging new casks. coopered some barrels and sent them ashore to be sold. also sent some of the new casks ashore to fill with fresh water a gang to work repairing Main=topgallant sail. cleared up and scrubbed deck at 4 O clock 4th mate finished and set up the bobstay. finished up coal taring the bends. Capt gave orders for the men to go ashore by boats crews for the first time this voyage.

Sun. Aug 3rd 79

Very fine weather all day. with a strong breeze up here nothing doing on board ship Capt came aboard at 5 o clock and the Starboard watch went ashore on liberty came aboard at sundown. liberty money half a sovereign.

Ric 71 Mon Aug 4th 79 in Port

Rainy day to day broke out sail cask and took out a couple of bolts of Canvas. a gang repairing main top gallant sail. Cooper setting up and flagging casks. Boat Crew ashore filling fresh water casks as if it was going to be a very bad night gave the ship 15 fathoms more chain making 75 fathoms out now. I hope it does not blow very hard for we will have to turn out and give her the second anchor. a bad job at night time.

Tues. Aug. 5th 79

Raining all day to day not much doing aboard Stopped raining about 4 o'clock Capt did not come off to day. we took 4 casks ashore to fill with fresh water. took a line to make fast all our casks ashore for fear the freshet would carry them away started to pump out some oil that the capt sold to the steamship Co. about 700 gall. got it all ready to night to go ashore first thing in the morning. weather looks very bad yet. steamer came in to night

Wed. Aug. 6th 79

Raining nearly all day. at 5 o'clock brought off a raft of water 13 casks and hoisted it aboard. 1 boat went ashore and filled 4 empty casks with fresh water 2 boats crew towed 5 casks of oil ashore about 26 barrells. and then brought off 4 casks of water tide running very strong had to lower away the waist boat and help them to tow. making 21 casks of water we got this time in. 4 quarters of Beef come aboard to day also broke out 1 barrell of salt Beef. cooper set up some new casks. Capt spliced the main Brace ashore. Blacksmith working on the iron sling chains that got broke the night we took the large whales head. bad weather too.

Thurs. Aug. 7th /79

Day begins with very fine weather and continues all day. busy stowing fresh water in fore hold and blubber room 4th mate got through repairing maintopgallant sail and sent it aloft. blacksmith got through with new stringpiece to day loosed all sail to day to dry. cooper finished up all the new Casks to day.

Fri Aug. 8th /79

Very fine weather all day to day. getting ready to sail [illegible] ship in the afternoon got our tackle aloft to take the anchor 1st mate went ashore in the afternoon I went with him spent the whole afternoon ashore and had a good time got some reading from Mrs [illegible]. promised to return it again Boat went ashore at 5 o'clock for the Capt and his wife but they did not come off. expect them to come in the morning when we will sail if the wind is favorable the wind is dead ahead now and I hope it will keep so for I want our watch to get a run ashore on sunday. it will be a long time before we will get a chance to go ashore again. there is a little rum aboard to night and the boys are having quite a little jubilee among themselves......

2 Years out. Sat. Aug. 9th 1879 To Day

Good weather to day Capt and his wife Came off at 7½ o'clock but the wind was not fair and we could not go out started to heave up our anchor but found it was foul had to drop our other anchor so as to clear the right Bower. cleared it in about 3 hours, then dropped it again and hove up our left Bower 2 cords of wood Came alongside and we sawed it up and stowed it away. wind still ahead will not go out to day.

in Port

Sun. Aug. 10th 1879

Very stormy day to day steady rain all day and blowing very hard wind dead ahead for going to sea no boat went ashore on account of the storm at 7 Oclock in the morning gave her 15 fathom more cable and at 6 Oclock to night gave her all we had on deck making 75 fathom out now also got the left Bower ready to drop a large Brig came in to day and came very near going on the reef. Colors flying at the main at half mast. I did not find out what it was for. Capt and his wife aboard and I gueſs they would like to be ashore

Mon. Aug. 11th 1879

A cloudy squally morning wind still ahead to go out hove up 30 fathoms of cable at 9 Oclock. A large steamer Came in here this morning we hove up our anchor and made sail and left the bay at 12 Oclock with a head wind and had to beat out of the paſsage. after we got past Cape Brenn we had a fair wind but a very heavy sea running with rain squalls had a very bad job taking our anchors on the bow ship pitching bows under. we stowed down the starboard cable then washed off our port cable and left it on deck all night and washed off decks. sighted a sail from deck at 3 Oclock. 1 man taken sea sick. took in Fore and mizzen topgallantsail and flying jib and maintopmast staysail and reefed the mizzen topsail. blowing a stiff breeze all night. our watch had first watch on deck. Course N. E. By N. this being the first night out and so very rough that every one felt more or leſs sick the forecastle belged pretty bad to night every thing has turned black and I gueſs that it was that what made the men feel so sick I hope it does not happen again this cruise.

Aug 1879

Tues. Aug. 12th /79

Day begins with a stiff breeze mastheads all manned at 6 o'clock. cleaned off Port Cable and stowed it down and washed off deck brake out a cask of raw-[illegible] and [illegible] [illegible] and towed it overboard hauled it in and spread it on the back on the house to dry Coiled it up at night turned the starboard boat bottom up on the cranes cleaned and sandpapered her all over got her ready for painting brake out paint oil to mix up paint and cleaned up the forehold. Cooper at work on the galley that got stove in when we had the bad weather Blacksmith at work repairing his forge. scrubbed up deck at 4 o'clock wind [illegible] right to night with rain squalls Course. N. E. by N. —

Wed. Aug. 13th /79

Day begins with a good breeze all sail set at 6 O'clock raised a steamer from masthead she ran across our bows at 6 o'clock out of sight about 11. at 12 O'clock raised whales but they proved to be finbacks. Cooper at work making a bird cage for the old Lady. Blacksmith at work repairing fluke chain that we parted when we lost the head. also painted the starboard boat and painted the part of the gally that was repaired yesterday took in sail to night and scrubbed deck. Course. N. E. —

Thurs. Aug. 14th. 79.

Day begins with good weather all sail set raised whales at 7 o'clock but they turned out to be finbacks. at 10 O'clock weather changed began to rain and blow with wind took in topsails mainsail and jib at 2 O'clock cleared up mastheads went up set mainsail and jib. Cooper finished the bird cage. men all at work making new scrub brooms. took in sail at 6 o'clock. steering close on the wind all day.

Aug 1879

Fri. Aug. 15th 79

Day begins with cloudy weather with a stiff breeze but no rain although it looked very much like it all day. sun set at half past five. broke out water and filled the scuttle butt both watches at work making scrub brooms Cooper at work making new deck buckets. nothing seen at masthead to day took in sail to night and scrubbed deck at 4 o'clock Course N.E.

Sat. Aug. 16th 79

This has been the finest day we have had since we left port fine breeze all day with every stitch of sail set both watches at work making scrub brooms broke out butter to day and killed a turkey. Cooper finished the deck buckets to day. nothing seen from masthead scrubbed deck and took in the light sail Course N.E. [illegible] hold this afternoon.

Sun. Aug. 17th 79

Splendid day all day to day with a very fine breeze all sail set. at 10 o'clock raised a finback from masthead. the boys all shaving cutting hair and mending clothes took in light sail at night Course N.B.E.

Mon. Aug. 18th 79

Day begins with a good Breeze under short sail all day running before the wind Course N. By W. until 2 o'clock when we braced up the yards and went along we hauled on the wind having arrived on our Cruising grounds called the Basaquese where we expect to see whales every day took our foresail down to day to repair it which will take us 3 days I expect worked all day to day on it unbent our maintopmast staysail furled it up and stowed it away in the [illegible] raised finback at 7 o'clock this morning [illegible] it sundown. expect to see ship

Aug '79

Mon. Aug. 18th /79

our 2nd mate went off duty to day sick, and every one on board is very sorry for he is a nice man better the man that was hurt by a block hitting him in the head is better and went on duty to day the capt put up 5 # bounty for the first whale so the boys are keeping a sharp lookout at masthead.

Tues. Aug. 19th /79

Day begins with a good breeze but cloudy had a couple of light squalls in the morning but it cleared up and we had a fine day. broke out Beef & Pork and molasses before breakfast both watches working all day on the foresail but did not finish it saw [illegible] finbacks at masthead also saw flying fish and hump backs to day. took in all sail at sundown and scrubbed off deck 2nd mate still below and no better

Wed. Aug. 20th /79

Day begins with a very light breeze made sail in the morning started to fix the foresail before breakfast finished it and sent it up at 11 O'clock spent the afternoon in securing our both anchors on the bow lashed up the cutting stage and set up a spar at the mainmast Cooper putting new hinges and repairing the door of the spade box and grinding the spades and boarding knives put some new hanks on the foretopmaststaysail. took in all sail at sundown and scrubbed decks our 2nd mate below yet and no better saw finbacks to day we have nearly a calm to night and new moon this is splendid whaling weather and we are in the same place where we caught our first whale in July. expect to see them now every day.

Lat 18

Thurs. Aug. 21st/79

comes with a light Breeze and lookout take our
ised a sail at daylight on our lee beam watch began
king scrub brooms Cooper making worm pegs at 9 o'clock
pt kept the ship off and at 10 O'clock a boat came
board it proved to be the Alaska Capt Fisher, 1 mo
ut from Tau Tau. we gamed all day boat went
board at 4 o'clock she sent us plenty of fruit oran
coanuts and Bananas. she took 1 whale since on
ew her last month that stowed them down 126
arrels she is getting ready to go home now. the 4th
ate & Cook sent me a number of oranges and I sent
ome reading to the mate. we put 1 cask of water
in the butt. did not scrub off deck to day but
ook in all sail at sundown. we killed two
hickens to day one was old Dick an old rooster
e had for 18 months everybody was sorry for him
he Capt would not have had him killed but
esterday he flew at him, and stuck a spur in
im. he could lick every rooster that came aboard.

Fri. Aug. 22nd/79

ay begins with a light breeze. set the topsails
the morning making scrub brooms and spun yarn
n the afternoon began to blow and rain took in
opsails reefed mizzen topsail furled mainsail at
6 o'clock furled " " and foresail & jib
enty of Albacore round the ship to day caught
that weighed 50 or 60 pounds apiece so that
e will have some fresh fish which is quite
treat now it is so long since we have
had any. 2nd mate is getting better. the weather
ooks very bad to night looks like a heavy

Aug 1879

Sat Aug 23rd /79

very heavy squalls all night last night and plenty of rain cleared off at 5 o clock this morning but a very heavy sea running at 10 O clock set upper topsails and foresail at 11 O clock maintopsail split sent it down and fixed it and sent it up at 4 O clock At 5 O clock began to blow took in and furled the topsails and foresail ship rolling very heavy at 10 O clock furled mizzen topsails and lower foretopsail nd set the main spencer very bad looking weather tarted to make spunyarn but it was so rough that we had to give it up scrubbed off deck

Sun Aug 24th /79

Day begins with a very strong breeze and continues so all day set mainsail and foresail & fish had to fi the tiller to day to keep it from making a noise othing doing to day and nothing seen at masthead took in sail at sundown weather settled some. Dennis was transfered from steady day wheel to mast head forward and Manuel Fayal takes the wheel. plenty of skipjacks and Albacore round the ship to day. Caught 4 " " and 2 large Albacore about 50

Mon Aug 25th 79

Day begins with a stiff breeze and squally all day raised a sail at 7 O clock on the lee beam but so far off we could not tell wether she was a merchant ship or a whaler she ran out of sight at 10 O clock both watches at work making brooms and spunyarn 2 finbacks seen at masthead at 4 O clock plenty of skipjacks and albacore around caught some of them to day so we have fresh fish all the time now wet ild. took in sail and scrubbed ship. weather warm

Aug: 1879

Tues. Aug. 26th. 79

ay begins with a very strong breeze did not hoist our sails to day. set the mainsail foresail and jib saw number of finbacks from masthead also plenty of lbacore skipjacks and flying fish, a boatsteerer hooked large Albacore this morning but he parted the line d took the hook. cutting the boatsteerer fingers all up pretty bad. there was a school of Porpoise under e bow we darted a harpoon but did not get fast th watches at work on spunyarn to day and finished up the scrub brooms. cleaned up the forehold to day. also broke out molasses. Vinegar and Tobacco. rubbed deck and took in sail at sundown. broke out Flour to day. cooper making worm pegs.—

Wed. Aug. 27th. 79

y begins with a good breeze and blows steady all day made all sail in the morning and run before the win with square yards. Course N. and W. at 12 Oclock braced up e yards but run free. broke out 3 casks of fresh water d filled the water butt. broke out 1 cask of bread. and 1 barrell of salt fish. 1 barrell of Coopers sand stone in ook it up and put it in a new barrell. broke out a ew hawser out of the sail pen and stowed it down in the forehold. took up our cutting falls on deck to ay. saw a school of porpoise from masthead. scrubbed up deck at 4 Oclock took in sail at sundown very nice weather

Thurs. Aug. 28th. 79

Day begins with a very strong breeze. set foresail mainsail and jib. at daylight raised a large white water 4 points on the weather bow and 4 miles off. but it turned out to be humpbacks we thought sure it was sperm whales they ran out of sight to leeward.

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Thurs Aug 28th /79

in 2 hours. at 10 O'clock it began to blow very hard took in and furled mainsail and jib began to blow harder at 4 O'clock took in foresail. lowe oretopsail and mizzentopsail and set main spencer. hoisted all the boats on the upper cranes. blowing a gale of wind to night the end off our spade box busted out and we lost our both machine knives overboard. which is a great loss to us for we have no more of them we will have to do all our mincing by hand. did not scrub off to day because it blowed to hard. no work done aboard to day.

Fri Aug 29th /79

blowing a gale of wind all day and very rough man at masthead no work of any kind doing to day. did not scrub off deck. looks like a very bad night.

Sat Aug 30th /79

still blowing a gale and blowed very hard all night last night no sail but single main topsails. began to let up about 12 O'clock set fore topsail broke out beef and pork and scrubbed off deck better weather but a very rough sea running

Sun Aug 31st /79

Day begins with a little better weather than yesterday set the upper topsails. mainsail and foresail. and jib began to blow about 10 O'clock and took in sail again. at 4 O'clock blowing pretty hard and took in the foresail. a very heavy sea running. one of the pigs killed a turkey by rolling on him. the old lady sent some good reading forward. rain squalls to night. full

moon

21
Sept. 1879

Mon:

September. 1st. 1879.

Day begins with rough weather no sail on only lower topsails and foresail. and a very heavy sea running but very fine weather overhead no work of any kinds doing on account of the weather we wet hold this afternoon and scratched off ten but had a bad job that is necessary work one has to be done. 2nd mate below yet and no better furled the foresail and mizzen topsail to night

Tues. Sept. 2nd .79

Still blowing about half a gale of wind every one is tired of bad weather now no sail set to day under close reefed maintopsail. no work of any kind going on. a large hen died to day.

Wedn. Sept 3rd 79

blowing and raining all day to day nothing doing at at no masthead, we raised a sail on our lee quarter and kept along with her all day I think she is a whaler but I do not know what one. if the weather is better to morrow I expect we will gam her. we filled the water butt this afternoon and had a hard job. put the 4 boats on the upper Cranes to night raining away still

Thurs. Sept. 4th .79

Day begins with better weather but a very heavy sea running set upper topsails foresail and jib the ship we saw yesterday still in sight we think it is the California Capt Brightman he has got his wife with him and it was to rough for the woman to come aboard. so we did not gam but we will to morrow if it is fine. broke out molasses to day. Caught a large albacore to day about 80 pounds took in sail at sundown.

Fri Sept: 5th. 79

A splendid day all day set every sail at daylight the same ship we saw the last 2 days off our Lee-beam. about 7 miles off. we kept off after breakfast and went down to her the capt and his wife went aboard at 10 O'clock and the mate and boats crew Came aboard of us she proved to be the California Capt Brightman we gammed all day until 10 O'clock at night she took 1 whale since she left the Bay that made her 102 barrells. she had just come from savage Island and Tongataboo and had plenty of Bannanas and Coconuts which she sent aboard and also a black sow with pigs. all hands well aboard of her we raised a spout this morning off our weather beam but could not make it out. there was plenty of albacore skip jacks and Dolphin around to day we also saw a Diamond fish Flying fish Come aboard every night now. I hope that to day is the beginning of good weather for we have had it pretty rough lately.

Sat Sept 6th 79

Day begins with a nice breeze. Topsails and Courses set plenty of fish around and caught some of them raised a spout on weather bow but saw it only once the California in sight on our lee bow. both ships running off. at 12 O'clock both ships hauled up on the wind, we thought the California ~~saw~~ whales wet hold to day. and we found 16 in water in the hold the skin is so tight that the water can not run to the pumps we killed a pig to day. tacked ship and took in sail at sundown. looks like squally weather to night again.

3°
11· 1879

September

Sun. Sept. 7th. 79

Day begins with a pretty stiff breeze. all sail set raised the California about 7 O clock in the morning we squared the yards and run off all day California running the same way just in sight at 4 O clock we raised a whale turning flukes, but did not see him again we luffed up to the wind, the California runs down to within a mile of us and hauled up on the wind both ships took in sail at sundown. fresh pork for dinner to day.

Mon. Sept. 8th. 79

Day begins with pleasant weather and Continues so to day all sail set California in Company with us plenty of finbacks seen at masthead to day we Caught a lot of skipjacks picked and painted our anchors to day. Cooper repairing the spade box. boatsteerers working in the rigging brought all the rigging out of the forehold to dry it. took in sail and scrubbed deck. at sundown. I think we are bound for some[illegible]

Tuesday Sept. 9th. 79

Day begins without any wind at all. and kept a dead Calm all day. California in sight all day. at sundown she was right astern and a long way off all sail set Blacksmith shifting some bolts on the boat house part of the watch making spunyarn and the rest working in the rigging broke out a new knife for the machine it is a smaller one than any of the two that we lost. raised a humpback this morning plenty of fish around the ship all day. took in and reefed all sail at sundown. every one is getting tired looking for sperm whales but we expect to see them every day now.

September

Wed. Sept. 10th /79

Day pretty much the same as yesterday there was a light breeze in the forenoon but the rest of the day there was not a capfull of wind all sail set California not in sight to day saw 1 finback and 2 large squid to day also plenty of fish under the bow. we took our windlass apart and cleaned it all up part of the watch working in the rigging blacksmith put a new ringbolt on the starboard bow to lash casks to when we have a large fair of oil. Cooper making bungs. took in sail and scrubbed deck at sundown weather hot

Thurs. Sept. 11th /79

Day begins with a good breeze but foggy and raining fog was so bad in the morning that the mast heads had to come down about 9 o'clock they went up again it kept clear all day until 5 o'clock began to get foggy again raised the California 2 points on the lee bow at 5 O'clock she had nothing but lower topsails set and she was on the wind on the starboard tack. we were running off with foresail set we luffed to the wind when we saw her at sundown, we took in foresail, fore and mizzen topsail. looks like bad weather to-night. we saw finbacks all day. about 4 O'clock there was two large finbacks come close alongside the ship almost struck us. we broke out water to day and beef & pork the afternoon watch were drawing and knotting yarns to make spunyarn. scrubbed off deck to night. we have plenty of reading matter forward.

now

September

Fri Sept 12th/79

Keeps on blowing pretty hard. and a very heavy sea running at 2 o'clock this morning a sea struck us and broke the iron band on the tiller, had to splice it up with tow line, it rained a great deal to day California in sight all day. no sail set to day but maintopsail. kept full mastheads all day scrubbed off deck to night. we put up our smoke sail so that blacksmith could work on the tiller band. we finished it and put it on.

Sat. Sept. 13th. 79

weather keeps about the same yet no sail set but mastheads up all round. California in sight all day. at 2 O'clock set fore and mizzen topsails and at 5 O'clock took them in again. blowing pretty hard with rain we killed two hogs to day. and wet hold in the after noon scrubbed deck to night.

Sun. Sept. 14th. 79

weather just the same blowing and raining hard all day no mastheads up California in sight at 8 O'clock but did not see her any more. no sail set only maintopsail. fresh pork twice to day

Mon. Sept. 15th..

weather about the same but not any rain no sail set to day but maintopsail. California in sight all day. we sent down our mizzen topsail and repaired it to day. broke out flour and scrubbed off deck. weather looks a little better to night. there is a very heavy sea on this last week and yesterday and to day. we have shipped some heavy seas fore and aft.

Sept 1879

Tues. Sept. 16th 79

weather keeps about the same yet it will be quite a treat to us to get a little decent weather again but I do not know when we are going to get it we set the foresail and jib to day but it was blowing pretty hard we sent down the upper foretopsail and repaired it and sent it aloft about 2 O clock California in sight to day we broke out flour and scrubbed deck. took in sail at 5 O clock. when I was furling the jib I found the stay parted. reported it to the mate so that will be a job for tomorrow

Wed. Sept. 17th 79

the weather is a little better to day set the lower topsails foresail and mainsail California in sight all day saw nothing from masthead there was a few porpoise come under the bow but we did not get a chance to strike one. we sent our jib and jib stay in on deck this morning. we put a long splice in the stay and sent it out at 2 O clock. we had to repair the jib also and it took us all day we had to break out new canvas in the forehold to put on it and we did not get it bent until 6 O clock so we did not have time to scrub deck. we killed a turkey to day the weather is good to night and if it holds good until tomorrow I think we will have a gam with the California. but the weather has got to be very fine on account of the Capts wife coming aboard. but I would rather see whales.

Sept 1879

September

Thurs Sept. 18th 79

Day begins with very fine weather but at 8 o clock it Come up squally with some rain right so all the forenoon but in the afternoon it was very fine with quite a strong breeze. the California was to leeward at daylight but we ran down to her and we had a gam Capt Brightman and his wife Came on board and our mate went aboard of them. they stopped all day until 6 o clock they would stay later but it began to get rough so they went aboard before it got dark she took nothing since we gamed her last we sent a bag of potatoes aboard. we set our upper topsails this morning but took them in again at 10 O clock. we scrubbed ship at daylight and took in sail at sundown. weather fair to night

Fri Sept. 19th 79

Day begins with a good breeze made sail this morning California in sight on our lee beam both ships steering a Course [illegible] By W. we sent down our lower maintopsail and repaired it to day sent it aloft at 2 O clock finbacks in sight all day also porpoise in under the bow lowered darted irons at them but did not get fast took in sail and scrubbed deck to night. new moon

Sat Sept. 20th 79

Day begins with a good breeze made sail at daylight California in sight all day. started to break out water filled the water butt and broke out a cask of Auckland bread but it is not as good bread as our home bread. port watch scoured out the try pots.

Sept. 1879

Sat. Sept. 20th. 79

in the afternoon starboard watch slushed down the masts and wet hold. it began to breeze up pretty stiff in the afternoon so we took in our upper topsails we were steering to the N. & W. course all day we have left the Marquesas ground to day not having seen a sperm whale since we have been here. Cooper making bungs to day we scrubbed ship and took in sail at sundown. California on our weather beam to night.

Sun. Sept. 21st. 79

Weather fine with a pretty stiff breeze. set foresail and jib. raised the California astern at daylight both ships squared the yards and run before the wind from 12 o'clock until sundown. Course N. N. W. took in sail and luffed up on the port tack at sundown. nothing seen at mast-head to day. every body is getting uneasy now it is so long since we have seen a spout. nothing doing to day. boys all busy shaving cutting hair and reading for sunday is the only day that we are allowed to read on deck.

Mon. Sept. 22nd. 79

Blowing a half a gale of wind all day to day no sail on but lower maintopsail and foresail California not in sight to day I guess we have parted company with her. we sent down our lower fore topsail to repair it in the morning sent it up again about 2 o'clock. weather keeps very rough. nothing seen from the mast-head if we did see sperm oil we would have a hard job to take care of it.

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1st 1879

September

Tues Sept 23rd 79

Day begins blowing pretty stiff with more or less rain all day. we sail on [illegible] [illegible] fore and maintopsail we took down the main spencer and repaired it sent it up again about 3 O clock. we broke out Beef & Pork and molasses and vinegar. there was a large devil fish alongside we tried to strike him but he did not come in reach we caught a couple of skipjacks to day. nothing seen at masthead. it was very thick and foggy all day. Could not see more than 3 or 4 miles off we took in foretopsail at sundown and scrubbed deck.

Wedns. Sept. 24th 79

Day begins with a good breeze. made set sail but fine all day. we overhauled one of our cutting in blocks and cleaned up our try gear cooper cleaned up and ground the machine knife took in sail at sundown. looks like bad weather to night. we caught some fish to day skip jack and Albacoar. 2nd mate [illegible] the maintopgallant sheet. scrubbed deck to night

Thurs. Sept 25th 79

Day begins with a very strong breeze and rain but cleared up about 10 O clock set the foresail jib and flying jib. both watches working all day on the cutting in blocks. took down the guy blocks and overhauled one started the other did not finish it. broke out flour and sugar. nothing seen from masthead to day. very fine weather to night took in sail at.

Thurs. Sept. 25th 79

Sundown. Cooper making a fancy grating to put at the Cabin gangway. this was the finest afternoon we have had in a long time there is some talk of us going right whaling on the southern Coast of New Zealand. but I do not know for sure yet. but I hope we do.

Fri Sept. 26th 79

Day begins with a good breeze. all sail set. we finished up overhauling our cutting in blocks cleaned up our rigging screws. secured up our port anchor on the bow. broke out some new ratling stuff stretched it and tarred it. had one man putting on ratlings in the topmast rigging. at 10 o'clock a school of porpoise came under the bow we darted at them but did not get fast. at 1 o'clock the mate raised whales and called them sperm whales all hands was called but they turned out to be finbacks right after that another school of porpoise came along but we did not get any of them broke out Tobacco to day. scrubbed deck and took in sail at sundown. weather fine to night.

Sat Sept. 27th 79

Day begins with a very light breeze. had everything set to day. raised finbacks at masthead. we broke out the main hatch. and took out Beans. Coffee tea dried apples. rice and got out a lot of pork and left it handy under the hatch. in the afternoon wet hold. and slushed the masts down. and broke out water. and killed a large hog. also repaired our scoop net. we did not take in all our sail to night we are running under the

Sept 1879

September

Sat. Sept 27th 79

shrouds foresail and jib. Cooper finished the netting for the Cabin gangway took in all light sail at sundown and scrubbed deck. one of the men is off duty with a sore finger, the Capt has lanced it twice but it does not get any better.

Sun. Sept 28th 79

[illegible] begins with a very mild breeze and continues all day all sail set: we raised a sail at 6 o clock on our lee bow and we ran down to her she proved to be a topsail schooner the Tongatabou of Hamburg. 38 days out from Barnaby bound for Samoa for fruit we lowered a boat and went aboard about 10 O clock we gave them 1 bag of potatoes a quarter of pork and some papers. we got some books from her. the Capt stopped aboard to dinner and Come aboard at 2 o clock she is in sight to night. we took in our light sails at sundown. we had fresh pork 2 meals to day.

Mon. Sept. 29th 79

Day begins with a light breeze and good weather and continues all day made all sail at daylight the schooner we gamed yesterday in sight this morning 2 points on our weather bow but she ran out of sight about 10 O clock we were buisy to day calking the foward deck. we scraped our windlass and gave it a priming coat also cleaned and painted the ships pumps Cooper made a new hose for the water butt. we repaired the 2 footropes on the upper foretopsail yard. took in sail at sundown

Sept. 1879

Tues. Sept. 30th 79

Day begins with wet weather and no breeze and Continues raining all day. no mastheads up. it cleared off in the dog watch and mastheads went up no work on deck to day we broke out the rum to day for Cabin stores and cutting in gear got all stowed off at 12 O clock we broke out a case of Boots which I suppose he is going give to the men forward. there was 3 men working in the rain and the old Lady gave them a box of Sardines, a large tin of mustard and a Can of oysters between them. Showing a very good hearted old Lady. no sail set to day only the foresail. did not take it in to night.

Oct. 1879 Oct. 1879

October

Wed. Oct. 1st 79

Day begins with a good breeze and clear weather after yesterdays storm we loosed all sail and set it this morning all mastheads manned we saw plenty of finbacks, and Humpbacks all day to day. they were all around the ship we have been going to the southward for about 2 weeks now and the weather is getting cool we are going to have a season of right whaling we served out boots to day there was about a dozen pairs taken both watches working in the rigging to day. about 7 O clock this morning raised a merchant Bark on our weather bow steering on the wind ran out of sight at 1 O clock took in our light sail at sundown. Course S.E.

No.
Oct. 1879.

October. 1879

Thurs. Oct. 2nd. 79

Day begins with a very strong breeze. running before it with square yards all day. Course S by E no sail only lower topsails and foresail. saw any amount of Finbacks to day. 2 large sulphur bottoms close alongside the ship to day. it began to rain to night but did not amount to much. took in foresail and lower foretopsail at sun down and hoisted in 4 boats on the [illegible] Cranes. ship rolling very heavy and pretty cold.

Fri. Oct. 3rd. 79

Day begins with a very strong breeze. running before it yet ship rolling heavy. no sail only fore-sail and lower topsails. weather through the day very squally and not much rain. mastheads up and down all day. weather pretty cold now. neither anyone aboard get around pretty smart. nothing at all doing to day. did not scrub up deck. took in foresail at sundown.

Sat. Oct. 4th. 79

Day begins with a stiff breeze and squally. and continues squally all day. lower topsails and fore sail set. broke out water from between deck and filled the butt. also broke out flour. we [illegible] in the afternoon and scrubbed off deck. the steward killed a Turkey to day. at 5 o'clock called mastheads down and took in all sail. very bad looking weather; ship under bare poles to night. plenty of rain and wind with thunder, and lightning. ship rolling very heavy. we had the worst night we have had since we left home.

October 1877.

Sun. Oct 5th 77

Day begins with very bad weather it has been very squally all day. at 2 O clock this morning we had thunder and lightning and plenty of rain we gone in the lower topsails at sunrise and also the foresail but at 2 O clock in the afternoon it got so rough that we had to take them again mastheads running up and down all day. to night it looks like a little better weather but very cool. we are still running before it running to the Southard and Eastward. nothing to be seen from the masthead. we are on the ground now and expect to see right whales every day.

Mon. Oct. 6th 77

Day begins with pretty good weather we set the foresail in the morning and about 9 O clock set the maintopsail but it came on to blow and we took it in again at 12 O clock. about 2 O clock it began to blow a gale. we sighted a sail right ahead and we luffed up to the wind it was so rough that we could not gam we signalized her and she proved to be The bounding Billow of New Bedford. I expect we will gam to morrow if it is fine. we took in our lower fore and mizzen topsail and set our forestaysail to night. one of our pigs had 8 young ones to day at 11 O clock. there is a very heavy sea on but the weather does not look very bad. we broke out Beef and Pork and Butter to day. both ships are running along together to night.

October

Tues. Oct. 7th 79

Day begins with a stiff Breeze the Bark Bounding Billow on our weather bow. she run down to us about 10 o'clock and a boat came aboard and we gammed all day our 1st mate went aboard of her. she has just come from the Coast of Chili she is 3 years out from New Bedford with 2800 barrels. she is commanded by Capt Luce. we sail out only the lower Top sails. we had to set our foresail to keep up to her to day for she is a very fast sailer. we took in sail and doubled reefs at sundown. we sent a bag of potatoes aboard. and we got a lot of Cocoanuts from her.

Wed. Oct. 8th 79

Day begins with a very light Breeze and Continues all day every sail in the ship set it has been the finest day we have had since we came on these grounds the Bounding Billow in sight on our weather beam. a Bark in sight from masthead. broke out pikes to day the Boys cut about 12 dozen of them. Cooper ground our large head knife the chief mate is off duty with the rheumatism. took in all sail at sundown the Bounding Billow run down pretty close to us at sundown both ships took in all sail.

Thurs. Oct. 9th 79

Day begins with very fine weather all sail set Bounding Billow on our weather beam at day light we broke out water and filled the Butt and broke out a cask of N. Z. Bread. about 1 o'clock the Bounding Billow kept off and

Thurs. Oct. 9th. 79

and came down to us and the capt came aboard and our mate went aboard of her we gamed until near 9 oclock at night I heard from some of my shipmates of last voyage that are down on the Coast of Chili I wrote to them. we saw plenty of finbacks at masthead also killed a Turkey for dinner in the Cabin both ships took in sail at sundown.

(Father Matthew. Fri Oct. 10th. 79 Birth Day

Day begins with very good weather but a pretty stiff breeze Bounding Billow right ahead she kept in sight all day broke out molasses to day nothing seen at masthead and nothing doing to day on deck both ships took in sail at sundown. the mate is on duty but does not go to masthead. weather is pretty cool now and the days are getting long mastheads go up at 20 minuits past 5. and come down about ½ past 6.

Sat Oct. 11th. 79

Day begins with a very light breeze and continues so all day all sail set to day. the Bounding Billow in sight on our weather beam Fin Backs raised at masthead Both watches working in the rigging to day and slushed down the mast. Killed a pig to day I think we will have another gam to morrow. we wet hold in the afternoon both ships took in sail at sundown. the Bounding Billow wore round. we scrubbed of deck to night.

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Oct 1879

October

Sun. Oct. 12th 79

Day begins with a very light breeze all sail set Bounding Billow on our weather bow both ships running off steering S.S.W. nothing seen from masthead this is splendid weather for whaling but we can see nothing at all. there is no work of any kind going on now so we are having good times. Fresh Pork fore and aft to day. there is plenty of birds around the ship every day now and that is a pretty good sign. the Old Lady sent some reading forward to day so we have plenty now for we got quite a bunch from the Bounding Billow.

Mon. Oct. 13th 79

Day begins with a pretty stiff breeze all sail set squared our yards and run before it. the Bounding Billow on our weather bow plenty of finbacks seen from masthead and also any amount of birds around the ship it begins to look as if there might be whales around here now for so many birds is a very good sign the Starboard watch scraped the main and mizzen masts to day and also the booms and gaffs. we had a gam with the Bounding Billow about 3 O'clock. and we came aboard again at 7 O'clock. I went aboard of her. both ships took in sail and hauled up on the wind at sundown. we got a quantity of Chili Peppers from the Bounding Billow which is quite a treat for us for they make the grub taste so much better we got a few oranges.

Oct 1879. October

Tues. Oct 14th/79

Day begins with rain and fog. no sail set only foresail no masthead, after 10 O clock. it rained so hard and the fog was so thick that we could not see 4 ships length off. at 2 O clock it began to blow we took in and furled our foresail. then at 3 O clock took in lower fore topsail and set the boats on the upper cranes. at 5 O clock blowing a gale of wind we goosewinged maintopsail there was a very heavy sea running at 5 O clock we shipped a heavy sea washed the deck and wet everyone fore and aft. the Bounding Billow was in sight at daylight but did not see her any more to day. very bad weather to night.

Wed. Oct. 15th 79

Weather opens foggy and raining mastheads went up at 6 Oclock. looked like rain all day but did not rain much saw a big large Fin Back to day. and plenty of right whale birds around the ship raised the Bounding Billow 2 points on the lee Bow about 2 O clock she ran off and kept in sight until 5 O clock when the fog got so thick we could not see her we called down mastheads and took in all sail the weather to night is calm but we cannot see a ships length off the fog is so thick.

Thurs. Oct 16th 79

Weather opens foggy and keeps so all day, no mastheads after 10 O clock topsails and foresail set. broke out water to day Bounding Billow not in sight to day.

4th
Oct 1879

October

Fri Oct 17th 79

Day begins with pretty good weather. mastheads went up at daylight but a thick fog set in at 6½ O'clock and mastheads come down about 9 O clock it cleared up again and mastheads went aloft we set the topsails and foresail and jib weather kept fair all day with very light wind plenty of finbacks in sight to day one of the men spent the day repairing the old Lady's sewing machine we took in sail at sundown did not scrub off deck to night.

Sat Oct: 18th 79

Day begins with a very light breeze set all sail at daylight. fin backs in sight at masthead Port watch broke out beef & pork molasses and vinegar in the forenoon in the afternoon Starboard watch wet hold and killed 2 pigs one of them was a kind of a pet with the men we called him John. R. At 5 O clock there was a dead calm took in the jibs and maintopgallants'l and furled them at sundown took in foresail mainsail and topsails and furled them: raining light. looks like a wet night.

Sun. Oct: 19th 79

Day begins with wet weather light rain, in the forenoon. we set the Topsails foresail Main sail & Jib mastheads went up at daylight but had to come down at 8 O clock when it set in raining very hard and continued all day steady at 2 O clock it began to breeze up very strong took in the upper topsails and jib

October

Sun: Oct 19th 79

a

and mainsail, at 4 O clock took in the foresail and mizzen topsail blowing and raining very hard at 5 O clock took in lower fore topsail and set all the boats on the upper cranes. wore ship at 7 O clock. expect bad weather to night saw a school of right whale porpoise they came under the bow we darted twice at them but did not get fast. we had fresh pork fore & aft for dinner and supper to day. our chief mate is still off duty with the rheumatism and he seems to be pretty bad.

Mon. Oct. 20th 79

Weather still keeps foggy and rainy but cleared up about 11 O clock made all sail in the morning any quantity of Finbacks in sight from masthead nothing doing on deck to day in the afternoon Starboard watch set the boats on the lower cranes great expectations on seeing right whales to day but did not see them there was plenty of right whale porpoise seen to day. we are working to the N. & W. now for the last 3 days. weather is very wet and disagreeable now. we did not scrub off.

Tues. Oct 21st 79

Day begins with fine weather every sail set steering West plenty of finbacks in sight from masthead all day saw some right whale porpoise but no sign of any right whales. Cooper at work repairing the water ways in the waist. no work on deck to day took in sail at sundown did not scrub deck

Oct 1879

October

Wed. Oct: 22nd. 79

Day begins with a light Breeze and Continues so all day with very good weather plenty of fin-backs in sight all around the ship brought all our potatoes up on deck and picked them all over cleaned out the pen and stowed them back. all sail set with square yards course S. S. W. did not take in sail to night: scrubbed off deck.

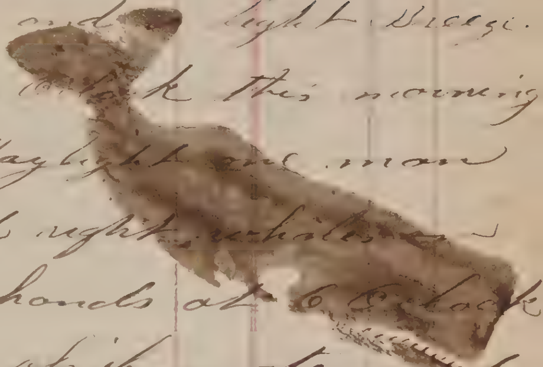
Thurs. Oct: 23rd. 79

Day begins with light Breeze all sail set plenty of finbacks in sight from masthead. at 10 O clock, Cooper raised a right whale Called all hands and lowered 3 boats the mate was sick and did not lower we chased him about 2 hours and the 4th mate struck. 2nd mate was 2nd boat he gave him 3 or 4 hand lances but turned him up with the Bomb gun we got him along side at 2 O clock and got dinner then Commenced cutting in. about 3 O clock, raised 3 right whales 3 points on our lee bow lowered down 2 boats 2nd and 3rd mate but did not get fast they Came on board at 5 O clock. we got through cutting in about 9 O clock and all hands went to supper the Starboard watch had first watch on deck. the Capt spliced the main Brace when we had our whale fast alongside. we took in and furled all sail. weather is very fine I think we will have a good chance of taking some oil here for the water is full of right whale feed. I hope the next one we get that it will not take us so long to cut him in.

October

(3) Fri Oct 24th 79

Day begins with nice weather and a light breeze we Commenced Trying out at 4 o'clock this morning got our bone all cut up at daylight one man went to masthead and raised right whales on our weather bow. Called all hands at 6 o'clock and lowered away 2 boats the chief mate and 3rd made we pulled up to windward about 2 miles and then set sail and the 3rd mate stuck gave him both irons which drew blood we turned him up in a very short time we had him alongside before 10 o'clock we took in sail spliced the main Brace and then all hands to breakfast. we began cutting in at 12 o'clock and one watch was trying out we got him in at 6 o'clock and all hands went to supper Port watch first watch below. we got off very lucky on these two whales all we lost was 4 oars that got broke on the whales.



Sat. Oct. 25/79

Day begins with good weather and a light breeze busy trying out oil got our bone all out of Both heads and deck cleared up one man to masthead but did not see anything we took blubber out of the blubber room and filled up the tanks so as to make room for more whales for we expect to see them again in a Couple of days we have got about 1000 pounds of bone in the both heads did not make much sail to day only jib & spanker put up our smoke sail to night watch set at 6.

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Oct 1877

October

Lat. 36. By South
Lon. 167. West
right whale ground

Sun Oct 26th /77

Day begins with fine weather but a pretty good breeze trying out our whales. raised whales at daylight Called all hands at 6 Oclock lowered away the chief mate and 2nd mate the whales were on the weather bow. both boats pulled up but got to close and the whales heard the boats and went to windward. boats Come aboard at half past Eight. all hands to breakfast. about 9 oclock raised whales again lowered away 3 boats chief mate. 2nd mate & 3rd mate pulled up to windward about 2 miles but one of them Come up close to the 2nd mates boat. and saw him and away he went to windward boats Come aboard at half past ten. did not get any that time. raised whales again at 3 Oclock. 3 points on our lee bow Called all hands and lowered away 3 boats. chief mate 2nd mate & 4th mate. chief mate struck and Killed the whale had him alongside at 6 Oclock. took in sail and spliced the mainbrace. Port watch below. we will just be through with our 2 whales to night and all ready for the other one in the morning we brake out casks to night. and also broke out 1 cask of water in the main hatch. we turned up 122 barells of oil on our 2 whales and I think there will be about 1500 pounds of bone which is worth now about $2.25 a pound. so that right whale oil is worth a little more than sperm oil.

Oct 1879

October

Mon. Oct. 27th.

Day begins with a light breeze all through trying out and works cooled down. Called all hands at 5 O clock and commenced cutting in went to breakfast at 7. and had him all cut in and head cleaned and overboard at 12 O clock. kept all hands on deck in the afternoon to Cooper oil. we started the works at 11 O clock forenoon. raised right whales at 9 O clock on our weather beam but they did not show a chance at 11 O clock saw whales again but the weather looked very bad and thick and we had so much oil on deck the Capt. did not lower the boats: raised whales again at 4 O clock but they turned out to be hump Backs weather looks good to night try works red hot and expect to lower in the morning for another whale.

Tues. Oct. 28th. 79

Day begins with rainy weather and continues raining very hard all day. which makes it very bad work trying out we finished trying out at 9 O clock to night we turned up 170 barrels. broke out molasses and Tobacco. no mastheads aloft to day. expect to stow down to morrow. the port watch cleaned up to-night stowed down the machine and scrap hopper. and put the scraps down below. it rained very hard all night and we had a very dirty job cleaning up if we did not have our smoke sail we could not work at all. went below at 1 O clock

Oct 1879

October

Wed Oct 29th /79

Dai begin with wet weather raining very hard up until 5 O clock this morning when it cleared off we took down our smoke sail and got tackles aloft over the fore hatch to break out and stow down stowing oil in the fore peak broke out all the shooks on the starboard side and hoisted them on deck stowed down about 30 barrells to day but we run about 140 in the tank off deck. we had to bail up in tubs and hoist on deck about 40 barrels of bilge water that would not run to the pumps it was a bad job we worked until 7 O clock to night and then had boats crew watches all night we did not finish stowing down. did not have any mastheads up to day. cooper busey all day getting casks ready for the hold. no sail set to day. filled the water butt to day. saw a finback off deck early this morning. Joe turned to this morning. weather very fine now with a pretty stiff breeze.

Thurs. Oct 30th /79

Day begins with very good weather but a stiff Breeze started to work stowing down. and worked all day until 6 O clock all hands on deck we stowed down all told 164 barrells, broke out a Cask of N. Z. Bread square cakes. Cooper at work on casks all day. 2 men at masthead but they saw nothing. we pumped out a lot of water of the starboard side with the force pump. also made a barrell of Lye for scrubbing ship with broke out Beef & Pork to day. 2 men at work scrubing out the Forecastle and cleaning it out.

Oct 1879

October

Fri Oct. 31st.

Day begins with a pretty stiff Breeze started to break out and stow tow line between decks, scraped deck in the forenoon and scrubbed off wet hold and sent our cutting blocks down and stowed them down in forehold. in the afternoon port watch, began splitting up and scraping bone scraped until 5 O.clock. we finished 431 slabs. and stowed them aft. at 4 O.clock. raised a sail on our lee beam we kept off and run down and spoke her she proved to be the Bark Emily of New Bedford Capt. Kelly i expect to gam with her to morrow if weather permits. we took in our foresail and furled it standing along on the Port tack. Blacksmith made a dozen new bone scrapers and they work first rate.

Nov 1879.

November

Sat. Nov. 1st/79

Day Commenced with pretty rough weather one man at masthead the Emily close to all day. but it was so rough that we could not gam both ships set the foresail in the morning but took it in again, at 12 O.clock. we were busy all day splitting and scraping bone and got through about 3 O.clock. we scraped to day 412 slabs. and with what we done yesterday makes in all 1143. which is somewhere about 13 or 14 ~~thousand~~ hundred pounds. about 8 pounds to the barrell. we scrubbed off decks to night and wore ship at 6 O.clock. the Emily close to us to night,

Nov 1879

November

Sun. Nov. 2nd. 79

Day begins with a pretty stiff breeze but the weather got better about 10 O'clock the Emily was down to leeward set the foresail in the morning we ran down to the Emily at 12 O'clock and Capt Kelly came aboard we gamed until 4 O'clock. she is a Valparaiso ship 10 months out 190 barrls of sperm oil. we killed two pigs to day. we dried our smoke sail to day and stowed it away wrote a letter to a shipmate on the Sea Fox and sent by the Emily to the Coast of Chili. we have drifted quite a distance from where we got our whales but expect to be back on the grounds to morrow or next day. the Emily will keep us company.

Mon. Nov. 3rd. 79

Day begins with bad weather plenty of wind and light rain we set topsails mainsail and jib the Emily in sight on our lee quarter about 8 O'clock. she kept off as if she saw whales. she ran about 20 minuits then came to with her mainyard aback we squared yards and ran towards her. she braced forward on the Port tack. we then kepted up on the starboard tack. and she ran out of sight. at 5 O'clock it blowed pretty stiff we took in our topsails and reefed them and at 6 O'clock took in foresail & mainsail and jib. it is raining hard and looks like a bad night no work on deck to day our 3rd mate is off duty with a heavy cold. we had fresh Pork fore & aft twice to day. put a new side in our draw water bucket. mastheads down at 5 O'clock

Nov 1879

November

here,

Tues Nov. 4th/79

Day begins with very bad weather raining and blowing very hard all night and all day to day up until 4 O clock when it Calmed down a little no sail set only maintopsail no mastheads up to day. we are working hard to get back where we got our 3 right whales but the wind is dead ahead and the weather so bad we cannot Carry sail to beat back. at 4 O clock we set our foresail and fore and mizzen topsails but at 9 O clock took in foresail again as it began to blow hard and at 11 O clock took in fore and mizzen Topsails. no work doing on board to day our 3rd mate is off duty yet and no better everyone is busy washing clothes as we have plenty of water so much rain

Wed. Nov. 5th/79

Day begins with foggy weather but not much wind. it kept pretty thick until about 10 O clock when it cleared off and kept fine with a light breeze all day. at at 4 O clock this morning set the lower foretopsail and mizzen topsail at at 9 O clock set the foresail. at 12 O clock gave her the jib. we washed all our bone to day watch & watch got through at 6 O clock. broke out molasses to day. finbacks very thick around to day expect to see right whales every day now. if the weather keeps fine: the 3rd off duty yet. took in the jib to night I hope that we will get a good cut of right whales here for the oil and bone together brings as much as sperm oil: and there is not so much work with right whales as there is with sperm. and all hands like it a great deal better. as the weather is just about right neither to hot or to cold. and also the quicker we fill up the sooner we will be home.

Nov. 1877 Thur. November 6th.

Day begins with a very light breeze and continues light all day full mastheads up set all sail this morning plenty of finbacks in sight the starboard watch spread half the bone around deck to dry. cooper at work repairing oil casks. about half past nine chief mate raised right whales on our lee bow 1 mile & a half off. we lowered down 3 boats and chased them but they went to windward. the 3rd mate was sick but there was 2 whales came up close to the ship and he lowered down and did not get a chance to strike but close to them 3 or 4 times. the 4th mate struck about 3 O'clock and got capsized lost nearly everything in the boat and also 2 tubs of line the 2nd mate then struck the same whale and him and the chief mate killed him the 3rd mate ran down and picked up the men out of the water. nobody hurt. we got him alongside at 6 O'clock. spliced the mainbrace and then had dinner and supper together we then got ready to cut in and cut in the head at 9 O'clock we then set Boat crew watches until 5 O'clock. expect to see whales to morrow.

Fri. Nov. 7th 77.

Day begins with very nice weather. Called all hands at 5 o'clock and began cutting in we got through at 12 O'clock. kept all hands on deck all day. started the tryworks at 11 O'clock cleared away the head and fins and stowed cutting falls below. raised finbacks at masthead Starboard watch first try watch below.

November

Sat. Nov. 8th/79

Day begins with good weather and light winds trying out to day. saw nothing at masthead at all. broke out water and filled the butt. in the afternoon we got through trying out at 9 Oclock to night he turned up 85 barrells.. more than anyone expected for he was not very large but very fat we cooled down and cleaned up to night and stowed machine and boxes below. it began to rain about 5 Oclock but did not amount to much. we put our smoke sail up.. we have had very smooth weather on this whale. our potatoes are getting low. we are cut down to once a day now.

Sun. Nov. 9th/79

Day begins with thick foggy weather and a little rain we scrubbed off deck at 5 Oclock this morning then set topsails jib and foresail. our oil was to warm to stow down. about 10 Oclock we raised a right whale 2 points on the weather bow. a mile and a half off but it was so thick that we lost run off him. in about an hour we saw him again on our weather quarter we wore ship and set the mainsail we saw him on our weather bow again but he went to windward and we lost run of him in the fog. at 2 Oclock it began to blow. we took in and furled the topsails and jib and mainsail. took down our smoke sail and stowed it below. at 4 Oclock we run 52 barrels of oil in the tank. for it looks like bad weather and we did not want to have it on deck. we then wet hold. all hands went to supper. then we furled the foresail and pumped ship. weather very stormy looking at sundown.

November.

Mon. Nov 10th /79

Day begins with foggy wet weather but at 10 O'clock it cleared up and was very fine all day. at 5 O'clock this morning we started to break out the mizzen hatch. to stow down our oil we had a heavy break out of provisions and fresh water. also had some salt water to pump out. we got through stowing down about 4 O'clock. we stowed down 82 barrels. then it took us untill near 7 O'clock to get the hatch shived off. and decks cleared up. we had to keep 4 casks of water on deck. no room below we broke out 12 hams to day. did not scrub off deck it was to late when we got through. we made no sail to day we saw plenty of finbacks at masthead. and the Albatross were uncommonly thick around the ship to day. we had all hands on deck all day. stowing down. broke out Beef & Pork. to day. also buisey repairing the ships Pumps.

Tues. Nov. 11th /79

Day begins with thick weather Starboard watch scrubbed off deck at daylight and then made all sail. plenty of finbacks seen at masthead to day. we scraped our head of bone to day. started at 8 O'clock and finished about 3. at 4 O'clock scrubbed off deck. and at 6 O'clock took in all sail. weather very thick to night with light rain our Potatoes are all gone now. and we will miss them very much to. also our New Zealand is finished and we had to go back on our home Beef to day. plenty of albatross around the ship to day. the weight of the Bone we scraped to day is 800 pounds which make altogether about 2300 pounds, of Bone for our 4 whales. we are in about the same place where we took our last whale and expect to see them at any moment.

November

Wed. Nov. 12th. '79

Day opens with clear weather but at 6 O'clock it came in thick and foggy. we set the foresail & jib in the morning but at 10 O'clock it began to blow and rain very hard so we had to take them in and furl them also took in the mizzen topsail. mastheads came down at 5 O'clock there was no masthead all day after that except 1 boatsteerer at the main in the afternoon we raised a spout in the morning but did not see it only once. in the afternoon the Port watch washed the bone. we got through at 4 O'clock. broke out molasses to day. the weather continues stormy up to 12 O'clock to night with no sign of clearing off. we put new pennants on our jib. and 4 new gaskets on our foresail to day.

Thurs. Nov. 13th /79

Day begins with good clear weather made all sail in the morning raised whales about 6 O'clock and thought they were sperm whales they blowed so regular but they turned out to be finbacks and they were in sight all day. all around. we put the bone we washed yesterday all around deck to dry. and stowed it below at 4 O'clock there was 403 slabs in the head. Cooper was busy grinding all the spades. 4th mate at work rigging his boat. that got turned over on the last whale. we scrubbed deck. and took in sail at sundown weather very fine to night. the right whaling season is about done now and I think we will be in good weather in a couple of weeks we expect to go right to Norfolk Island as soon as we leave here so as to recruit ship and have a run.

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Nov 1879

November 14th

Day begins with very fine weather set all sail at daylight got all our bone spread around deck to dry at 10 O'clock it began to breeze up we took in the maintopgallant sail and flying jib and put the bone away at 1 o'clock it moderated some and we got some more bone up but at 4 O'clock it began to blow again put the bone below and took in the topsails and furled them we scrubbed deck to night. took in all sail at 7 O'clock at 9 O'clock it began to rain. took in mizzen topsail and furled it and at 12 O'clock it blowed hard we wore ship and furled the lower fore topsail. nothing seen at masthead only one finback early this morning. we have been steering to the N. & W. to day. Cooper at work making Boat Bucket and bailer for Starboard boat.

Sat Nov. 15th /79

Day begins with good weather everything set. we have left the right whale ground and going to Norfolk Island course N. W. By. W. forenoon watch cleaning up around the tryworks. and broke out bread afternoon watch wet hold. and working in the rigging. nothing in sight at masthead. at sundown took in main topgallant sail and flying jib and took a reef in the upper topsails. a good stiff breeze blowing. ship making good weather of it. we killed a small porker to day for the cabin table.

Sun. Nov. 16th /79

Day begins with good weather set all sail at daylight raised whales at 5 o'clock on the lee bow hauled up the mainsail and kept off. but they were finbacks. at 10 O'clock had a rain squall. took in main and mizzen top-gallant sail and flying jib. and at 1 O'clock set.

November

Sun. Nov. 16th 79

there again had a very stiff breeze all day after the squall. at 10 O clock to night took in the mizzen top gallant sail and furled it. weather clear Course. N. N. W.

Mon. Nov. 17th. 79

Day begins with a stiff breeze. at 4 O clock this morning took in and furled the flying jib. set it again at 7 O clock. at 8 O clock set the fore and mizzen topgallantsails, in the afternoon had a dead calm hauled up the Courses and hauled down the jibs at 10 O clock there was a light breeze sprung up we boarded the tacks and hoisted the jibs Course. W.N.W. we broke out water this morning and filled the butt also broke out molasses and Vinegar. Cooper at work putting a new casing around the oil tank scuttle on deck. Blacksmith repairing steering brace in larboard boat we took in our forestaysail and repaired it and also repaired the foretopmast stay. starboard watch working in the mizzen rigging. coiled down a large tub of line for the bow boat to night.

Tues. Nov. 18th 79

Day begins with a dead calm. but about 3 O clock a light breeze sprung up but it got very strong in a short time at 5 O clock took in the fore, main & mizzen topgallant sails we tore the foretopgallantsail taking it in so we sent it down to repair but it was so rough that we could do nothing so we put it in the sail pen at 10 O clock we put 2 reefs in the mizzen topsail and took in the spanker at 1 O clock took in upper topsails. at 3 O clock put the boats on the upper cranes. at 6 O clock furled the Foresail mainsail and mizzen topsails. at 10 O clock set the

November

Tues. Nov. 18th. 79

Foresail and mizzen topsail. and at 12 O'clock set the jib. we set the Foretopmaststaysail at 6 O'clock but furled it again at 10 o'clock. weather looks bad now we put a new downhaul on our jib to day. Course W.

Wed Nov. 19th. 79

Day begins with a very stiff breeze. at 1 O'clock took in the jib and furled it at 2 o'clock took in the foresail and mizzen topsail and furled them. blowing pretty stiff. at 4 O'clock slackened up some set the foresail mainsail & jib and mizzen topsail. after we set them there was some heavy squalls at 7 O'clock we hauled up the mainsail. but set it again after the squall went over. at 10 O'clock we got our Foretopgallantsail on deck to finish repairing it got through at 3 O'clock and sent it aloft. then scrubbed off deck. at 6 O'clock we set our uppermaintopsail. the wind is ahead now we wore ship at noon. we head about N. by. W. there is a very heavy sea on and the ship is pitching very heavy.

Thurs. Nov. 20th. 79

Day begins with a stiff breeze. and a heavy sea on still with the wind ahead at 5 O'clock this morning set the upper foretopsail. at 6 O'clock wore ship. at 1 O'clock set the maintopgallantsail. at 7 O'clock parted the leech rope on the jib. unbent it and sent it in to repair to morrow. and took in the maintopgallantsail. saw a school of Porpoise from masthead to day. forenoon watch making rope to bundle our bone up with. afternoon watch working in the rigging. at 4 o'clock had a rain squall. we scrubbed deck in the rain a log of wood went by the ship to day.

November

Fri Nov. 21st

Day begins with squally weather but coming on daylight got settled down to a nice breeze. started to repair the sail at 5 o'clock this morning and got through and had it bent at 3 O'clock in the afternoon. set the main=topgallantsail and mainstaysail at 9 O'clock. set the mizzentopgallantsail at 4 o'clock. wore ship at noon the wind is ahead still. we broke out Beef & Pork to day. and wet hold in the afternoon. parted the main topgallant halliards to night. scrubbed off deck. weather very fine to night with a nice Breeze.

Sat. Nov. 22nd .79

Day begins with a very stiff Breeze. wind hauled in our favor at 10 oclock so we have been booming along about 9 Knot with a fair wind and all sail set we scrubbed ship to day all over inside with sand and lye. got through about 4 oclock and scrubbed deck. there was a school of Porpoise under the bow this morning but did not get a chance to strike one we expect to sight French Rock to morrow. Course W by S.

Sun. Nov. 23rd 79

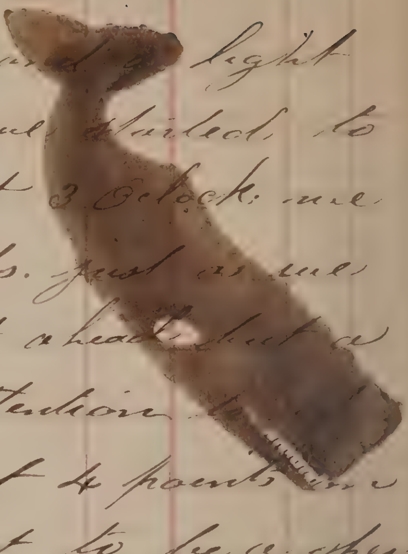
Day begins with a good stiff Breeze. all sail set nothing doing on deck. all hands fore and aft- shaving up and cutting hair. for the weather is getting pretty warm now at 12 O'clock raised a white water 4 points on our lee bow kept the ship off but it turned out to be jumpers. we thought sure it was sperm whales. in the afternoon the wind hauled ahead and we had to tack ship at 4 O'clock. then we tacked again at 7 O'clock. I wish the wind would keep fair so that we could get some potatoes. weather fine

Nov 1879

November

Mon Nov. 24th

Day begins with very fine weather and a light Breeze all sail set at 7 O'clock we started to bundle our bone. we got it done at 3 O'clock we had 23 bundles which made us lbs. just as we got through we raised a spout right ahead but a long way off did not pay much attention to it half an hour after we raised a spout 4 points on our weather bow which turned out to be a sperm whale we got the boats ready and lowered down at 4 O'clock and pulled 3 miles to windward the whale came up to leeward of us and the mate struck him. we had a hard job to kill him but got him alongside at 8½ O'clock we hoisted the 4 boats furled sail and spliced the main Brace. then all hands to supper. then we had Boat crew watches. starboard watch first watch on deck. this is the largest whale we have taken this voyage. and I hope he is a fat one the weather is very fine to night.



Tues. Nov. 25th/79

Day begins with very fine weather Called all hands at 4 O'clock this morning and Commenced cutting in we had the head cut off at 9½ and got the Body cut in at 2 O'clock then hove in the junk and got the case ready to bail we Commenced to bail at 4 O'clock and got through at 5½ O'clock we bailed out 20 barells. went to supper at 9 O'clock. Port watch had first watch below we started the works at 10 O'clock and Commenced to try out. with as fine weather as

November.

Tues. Nov. 25th/79

any one could wish. the whale will. make us I think about 120 barrels. he was very large. he measured across the flukes 18 ft. 6 in and his jaw 18 ft. 3 in. we had a very hard heave on the head. we had to break out. water and bread. to day. and also killed a pig. we had a ham cooked for each watch. and one for the steerage. the mate and 4th mate had quite a quarrel in the boats. but the Capt. settled it all. up.

Wed. Nov. 26th/79

Day begins with very fine whaling weather almost a calm works going full blast. water is very lively here plenty of porpoise skipjacks & Albacore. we caught 2 large Albacore this afternoon. we had our head all tried out at 12 o'clock to night it turned up 43 barrells. and we have started on the body. we set the upper topsails to day and jib but did not take them in again. we broke out molasses and Tobacco to day.

Thanksgiving Day } Thurs. Nov. 27th/79

Day begins with pleasant weather we are hard at work trying out got raised French Rock right ahead at 8 o'clock. ran along pretty close to it. went by about 2 o'clock. steering west. caught 2 large Albacore to day. took in light sails after supper. and broke out four more casks. got 80 barrels tried out now. we cleaned the jaw. and took the teeth out and scraped them. he had 46 teeth. this whale has deceived the most of us for he was a very large whale and we all thought he would make more than what he is going to make. I guess he was pretty old.

66

Nov 1879

November

Fri Nov 28th /79

Day begins with cloudy weather and followed by light squalls and rain at 2 Oclock we took in and furled the upper topsails and got our smoke sail out and put it up trying out yet. at 6 O clock set main=topsails. at 8 Oclock set foretopsail and all the light sails. weather fine we got through trying out at 12 Oclock and put our fat lean in. we turned in told 124 barrells. in the afternoon we cleaned up and scrubbed deck. there is a pretty strong breeze to night. I expect we will begin to stow down to morrow if the weather permits. at 9 Oclock to night there was a school of Porpoise under the bow and we got 1 large one. 2 men at work cleaning teeth to day. good wind for Norfolk Island. our Course is W.

Sat Nov 29th /79

Day begins with squally wet weather. at 1 Oclock we set the mainsail. at 1½ we took in maintopgallant sail and upper topsails, raining and blowing very hard. at 4 Oclock took in foresail and jib and furled them at 6 Oclock stopped raining but not very clear weather we cleaned out the trypots before breakfast. after Breakfast we started to stow down oil all hands on deck all day. got about 80 barrells stowed down. we had a heavy break out to stow it down in the mizzen hold stowed in the ground tier. we worked until 7 Oclock to night. we will have to have all hands on deck tomorrow again to finish up. about 8 Oclock a heavy squall struck us all aback and it rained very hard weather looks bad to night. steering W. for Norfolk Island

Nov. 1879.

November

Sun Nov. 30th. 79

The day begins with a very strong breeze but clear weather at 1 O clock we took in the foresail lower fore topsail and mizzen topsail. we made bad weather of it on acct. of having so much oil and provision, on deck. but at 5 O clock this morning it moderated down again and we set the sail we took in we finished stowing down our oil to night at 5 O clock. we took 14 barells of Beef & pork out of casks and packed it in barells so as to have it handy for breaking out. we broke out flour. Beans. Apples rice. & butter. the whole stowed down $\overset{B.}{116}.\overset{Gal.}{19}$ all told. at 6 O clock all hands had supper. then the weather was so fine that we made all sail. so that I expect we will be at Norfolk Island this week. if we do not see any whales.

December.

Dec. 1879.

Mon. Dec. 1st. 79

Day Commences with good clear weather all sail set. steering N. Starboard watch scrubbed deck at daylight. after breakfast we took all our bone out of the fore hold and stowed it down in the run. the capt wants to get her down at the stern. for since we stowed our oil she is down by the head and of course cannot sail as well as when she is in trim we broke out soap and shoes from the run and also a plough that is going to Norfolk Island the men forward bought 4 boxes of soap between them. we wet hold in the afternoon and scrubbed the rail with sand then scrubbed off deck the old Lady fell in the Cabin gangway to day and hurt her ankle some.

December

Tues. Dec. 2nd.

Day commenced with very fine weather and a good steady breeze we started at 5 O'clock to scrape the rish rail and stanchions. scraped the wheel and fife rail got through at 2 O'clock, then mixed up paint and began to paint inside painted her upper works. scrubbed up deck at 5 O'clock we will be at work painting all day to morrow for we have everything ready to night at 9 O'clock the wind hauled aft and we squared in the yards. we are about 250 miles from Norfolk Island to night expect to be there about Thursday. Course: W.

Wed. Dec. 3rd. '79

Day begins with very fine weather all sail set square yards. ship running about 8 knots. painting ship inside to day. pigs & chickens shut up all day which they did not like much. nothing seen at masthead but flying fish. we repaired the foresail a little on the yard. very fine weather to night expect to sight Norfolk Island to morrow forenoon. we did not scrub off to night on acct of the Paint:

Thurs. Dec. 4th. '79

Day begins with fine weather and a fair wind yards square. Course W. after breakfast we broke out the biscuit and Slop casks. we got out a lot of cloth and shoes to take ashore in Norfolk Island. also gave the men shore shoes and sea shoes and cloth for patching we raised land at 10 minutes to 3. about 20 miles off. we ran until 7 O'clock and then braced up on the wind on the port tack about 8 miles from land and stood along on that tack until 11 o'clock when we wore ship and hove

December.

Thurs. Dec 4th '79

to close on the wind on starboard tack land on our lee quarter. at 6 O'clock we raised a Bark nd a ship right ahead close to the Island but did not make out what they were but I suppose that they are whalers. in the afternoon we filled ur waterbutt. and stowed back the Casks that we broke out in the forenoon and then scrubbed deck the old Lady was on deck to day so her foot must be better. the Capt and his wife will go ashore to morrow in the forenoon sometime I do not know wether he will give the crew a day ashore or not but I hope he will.

Fri Dec 5th '79

Day begins with pleasant weather we loosed the main topgallant sail at 4 O'clock and kept off for the Island. we called all hands at 6 O'clock and had breakfast. at 7 O'clock lowered away the starboard boat and the Capt and his wife went ashore. and lso the starboard boats crew to have 24 hours liberty we did not get any mail here. the ship we saw yesterday was the California. Capt Brightman and wife re ashore. they have been here for 6 days. they have taken nothing since we saw them last only 12 barrels of humpback oil and that was a striker. the Bark we saw yesterday was the Canton of N. Bedford 14 months out with 650 Barrels. Capt Sherman is shore here. there is plenty of S Potatoes and pumpkins here also. watermelons peaches and Bananas. ur Bow Boat went ashore at 8 O'clock and took plough and a riding saddle. a Case of Shoes and

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(Dec 1879

December

Fri Dec. 5th /79

a lot of Calico Delaine, and sheeting we brought of some sweet potatoes the Canton boat brought of a Bullock and our boat went aboard of her and we killed him and got a fore & hind quarter it was quite a treat to us for we have not had any fresh beef for 6 months. it is splendid weather here now being the middle of summer and the Island looks very nice. we are standing boat crew watches to night and all hands on deck in the daytime. we furled the mainsail, flying jib and maintopgallantsail at 7 O clock. I do not think we will stop here very long on account of not having any mail. I think we will be in the Bay in a short time.

Sat Dec. 6th /79

Day Commences with very fine weather all hands called and had breakfast at 7 O clock we have plenty of fresh Beef & S Potatoes 3 times a day. we ran down to the land about 9 O clock and the starboard Boats crew come aboard at 10. they had a good time ashore they brought a lot of peaches onions and milk &c and some of the people from shore come aboard to day at 12 O clock the waist boats crew and 2 ship keep and Cooper went ashore they took some powder and cloth and 300 teeth ashore with them they will come aboard to-morrow if weather permits and the Bow Boats crew will go ashore that is my boat. the Canton went to sea last night we stood out to sea this afternoon. and scrubbed deck at 4 O clock. Boat crew watches to night. weather fine.

December

Sun. Dec. 7th. '79

Day begins with very fine weather the ship laying in a dead calm: nothing doing on deck. the waist boats crew come on board at 3 O clock and they had a long pull aboard they brought milk and peaches aboard. at 4 O clock the bow boats crew went on shore but the ship was a long way off from the land. and it was very hot. the ship then stood out to sea. we took ashore some bomb lances and shovels.

Mon. Dec. 8th. '79

Day commences with very fine weather but very hot on shore. I had a good time considering it is such a small place. we went to singing school in the evening and had a good time then we hustled around some and went to bed at 12 O clock turned out very early and went over to the Cascades before breakfast which was about 3 miles and a very pretty place it is to. after we had breakfast we went out in the Country for fruit and got all we wanted to carry got back to dinner about 2 O clock and then got ready to come on board ship we left about 3 O clock brought off about 30 bushel of irish potatoes and some peaches and milk. 3rd mate brought off a Cock and the 4th mate has one aboard that he brought off yesterday so we had a fight they fought about 1 hour and it got dark so they will finish it to morrow. the Larboard boats crew went ashore at 5 O clock. the California sailed to night we wet hold. and took in light sail to night.

December.

Tues. Dec. 9th /79

Day begins with pleasant weather but not much wind almost a calm all day and very hot. the crew that went ashore yesterday came aboard with a load of potatoes about 9 O'clock but they went right ashore again to have their liberty out. at 10 O'clock the bow boat went ashore and took the first mate ashore and brought off a load of potatoes we got dinner and went ashore again with a lot of Calico. we stayed until 5 O'clock but there was no potatoes come down so we came aboard. at 7 O'clock the larboard boats crew came off and brought the mate. we were buisy aboard to day at clearing out between decks and building a new potatoe pen. for we want two now. one for sweets and one for irish. we are going to get a good supply of onions here for they have some good ones and they are cheap. we have plenty of fruit and milk all the time. we did not take in any sail to night the weather is so calm.

Wed Dec. 10th /79

Day begins with very fine weather and very little wind all hands called at 7 O'clock got breakfast and scrubbed off deck. at 9 O'clock the starboard boat went ashore and brought off a load of potatoes then the bow boat went ashore and brought off 100 iron poles a lot of pumpkins and sweet potatoes we got dinner and the starboard boat went ashore again there is a mission here on the island they bring the natives from the Feegees and civelize them and then send them back

December.

Wed. Dec. 10th/79

again they have a school and 2 churches here the miſsion ship Come in here yesterday and brought about 100 of them. boys and girls and they were the wildest lot I ever saw. the ship is called the Southern Croſs. she comes in here about 3 times a year bringing the wild ones here and taking back them that are civilized the bow boat started to go ashore at 4 O'clock this afternoon but we met the starboard boat Coming off and they told us to go back for it was so rough we could not land. she brought off potatoes and milk. we had some visitors on board and they had to stay all night ~~not~~ not being able to get ashore we had quite a time aboard to night singing and dancing.

Thurs. Dec 11th/79

Day begins with fine weather all hands called at 7 O'clock and got breakfast. got the starboard boat ready and sent her ashore our visitors going in her. after she went ashore we broke out butter molaſses and vinegar. we brought 2 roosters aboard yesterday and we had a Cock fight last night it lasted about 2 hours and neither one would give up. so we killed both of them for dinner to day. starboard boat came aboard at 11 O'clock and brought a lot of chickens and a flock of young ones. also 1 large hog. a lot of potatoes and peaches. she brought a pilot off to pilot the boats in through the surf as it was very rough in shore to day. the bow boat then went ashore and

December

and
Thurs Dec. 11th/79

and brought off a lot of Cabbage and onions, potatoes, milk and peaches also a live Bullock and some dressed meat. had a rough time of it Coming out through the surf. the 3rd mate broke his mast Coming along side the ship with that load. then the Starboard boat went on shore again and took 3 boxes of soap and some cloth. she Came back and brought onions and peaches and 50 bunches of bananas. and then took some things aboard of the Southern Cross. the bow boat went ashore again and Came near getting Capsized in the surf. we lost 2 oars and half filled the boat with water we had the pilot in the boat to. but he picked a bad time to run in. we brought off the Capts trunk and other luggage. the Starboard boat then went ashore at 5 O'clock to bring off the Capt & his wife but they did not Come it was so rough. the boats crew stopped ashore all night. I expect we will sail tomorrow and I am very sorry to leave here for we have had a good time. we have got plenty of every thing aboard now. irish and sweet potatoes turnips Cabbage beets onions bananas peaches chickens and pigs and fresh Beef. so that we will live high for a while anyhow. the Capt made a good deal of trade here with cloth of all kinds and a lot of soap. both washing and scented also shoes Boots and shovels. we sold some powder here to. Boats crew watches to night.

December

Fri. Dec. 12th/79

Day begins with a very light breeze. everything set all hands called at 7 O clock and had breakfast then we scrubbed deck. I cut up most of the fresh beef we brought aboard yesterday and Corned it for it is so hot that we could not keep it. the Capt and his wife came on board at 10 O clock they brought a lot of peaches and milk. chickens and G..... and also a pair of rabbits. then the boat went aboard of the Southern Cross and took some stuff to Capt Bates. she came back at 11½ we hoisted her up and bid good bye to Norfolk Island steering S. E. by E. every one on board is very sorry to go away from here for we had the best time here that we have had since we left home. we brought of a lot of grass for the bullock but he is seasick yet and does not eat anything I do not think we can keep him very long. we got a large spar here to make a topgallant yard and we were buisey all the afternoon trimming it down but did not finish it mastheads were manned after dinner fore and aft. the old lady sent 2 boxes of peaches forward. but we had more than we could use ourselves. we got some kind of a large nut here which is very good. but I do not know what kind of a nut it is. I never saw any like them. there is one thing I will say about the people here that they are the most friendly and accomodating people that I have ever met it seems as if they could not do to much for the sailors so fare you well. Norfolk Island and good luck

December

Sat Dec. 13th /79

Day Commences with a fine breeze all sail set at 5 oclock we started to work on our new top gallant yard and finished it at 4 Oclock in the afternoon. we commenced sorting our onions the forenoon we stowed a great many under the boats on the house. and in the afternoon we commenced making basket to hang them up in but did not finish any for we had to knock off to wet hold and scrub off deck. at noon the breeze got a little stronger we changed the course to S. E. by S. and at 7 Oclock we took in the 3 topgallantsails mainsail and flying jib at 9 Oclock it got squally with rain and kept raining up to 12 Oclock. and a pretty stiff breeze. our bullock is not doing very well for he cannot stand up the decks are so slippy. our rabbits make themselves quite at home and the brood of chickens are doing first rate. the report is that we are going right in to the bay. I hope we are for I feel like hearing from home now. pretty bad.

Sun Dec. 14th /79

Day Commences with rainy weather and it rained steady up until 6 Oclock this morning when it cleared off. we had a rain squall at 11 Oclock but it did not amount to much. our bullock had a rough time last night it rained so hard and the ship rolled a good deal. so the capt thought the best thing he could do was to kill him so we butchered him at 7 Oclock he dressed about 500 lbs. in the afternoon we cut up the 2 forequarters and corned them we made all sail this morning course S.E. the old Lady sent reading inward to day. we have had 3 men

December

Sun Dec. 14th/79

off duty sick since we left Norfolk Island eating to much fruit I suppose 2 of them are all right now but the other one is off duty yet but is getting better. the old Ladys foot is getting better but it is swelled up a great deal yet. we have fresh meat every day now since we left the Island the wind is very light to night and the yards square which makes the ship roll very heavy.

Mon Dec: 15th. 79

Day commences with very good weather and a nice breeze. we started on our onion baskets at 5 O clock this morning and were buisey all day getting our onions stowed away we have about 12 barrells and it is a hard job to take care of them so that they will not spoil for it is hard to tell how long it will be before we get a chance to get anymore. and they are the best thing we have aboard for our grub. we raised land at 11 O clock to day it was the North Cape of New Zealand about 100 miles from Bay of Islands. it took us all by surprise for we did not know we were going into the Bay so soon I expect to be at an anchor to morrow I am afraid I will not have much mail this time as it is rather early for my letters as I did not expect to be in here so soon. we scraped down our fore= topgallant mast and foretopmast in the dog watch to night it was something new for us to have a job like that in the dog watch but it is customary for all ships to go in port with her masts shining and we were afraid we would not have time tomorrow we have a good breeze to night Course S.E. by E.

December in Port.

Tues. Dec. 16th/79

Day begins with very good weather but a very light breeze Capt on deck all night last night on account of being close to land. Starboard watch scraped their masts the main & mizzen before breakfast. got the tackle up to get the anchors off the bow and got a tackle bent on to haul up both cables. all hands went to breakfast at 7 Oclock. we raised Cape Brett at 4 Oclock this morning. after breakfast we hauled up 30 fathom on the Port cable. and 60 fathom on the Starboard cable. we got both anchors off the bow and bent on the cables. then scrubbed deck. at 10 Oclock we were in the passage and the wind died out. we lowered down the Bow and Starboard boats to tow the ship. we towed about half an hour and a light breeze sprung up the boats came alongside and we run in and dropped anchor at 11½ Oclock. we furled all sail and then the mail come aboard. there was not many letters I only got one that was wrote in July we got dinner and then scrubbed ship on the outside the bow boat on the port side and starboard boat on the starboard side. the Capt & wife went ashore after dinner. we got tobacco to day. the boat went ashore to night and all that wanted to go got a chance. our blacksmith is laid up sick since yesterday. the coopers mate cut his foot on a scraper to day so that he is laid up. 2 of our men got bad news in their letters to day one of last 2 brothers by death since his last letter and one of them lost his sister. Boatsteerers and one man standing watch.

December in Port.

Wed. Dec. 17th /79

all hands called at 5 O'clock and we scrubbed decks then got breakfast at 7 O'clock. it was raining some all day. but in the afternoon it rained so that we could do nothing. we broke out all our empty Casks this morning and put beckets in them and towed them ashore for to fill with fresh water: then we broke out shooks to set up but cooper did not start work on account of rain. the Capt came aboard at 7 O'clock. did not stay long: took ashore 6 bags of sweet potatoes and a dozen bunches of bananas to present to the folks ashore. one boats crew stopped ashore all day to fill water. at 4 O'clock the whaleship James Arnold Come in. she has taken 430 barrels since we saw her in here last season. we had quite a number of visitors from shore to day. 4th mate at work fixing the bobstay to day. the boys all come off last night feeling merry. and the boat has gone ashore to night. although it is raining yet.

Thurs. Dec. 18th /79

Day begins with very stormy weather at half past one this morning all hands were turned up to give her more cable and we had to let go the Port anchor. raining and blowing very hard. no one called on deck until 11 O'clock then all we could do was to sweep off deck. after dinner it was a little better weather. we brought 4 casks of water from shore to use on deck. all hands below writing and some sewing all day. Capt did not Come aboard to day. Boat from the James A. aboard to night.

Dec. 1879 December in Port.

Fri Dec. 19th/79

Day commences with wet weather and continues wet about all day. all hands called at 6 O-clock we washed down deck and got breakfast. then the starboard boat went ashore and brought off 12 casks of water. the bow boat went ashore and brought off the capt he did not stop but a short time, we hoisted in our water and then knocked off until after dinner then the cooper went to work setting up shooks but did not set up only two on account of rain. we then broke out 924 gal of right whale oil. coopered it and towed it ashore. we had a hard job to roll it up the beach as the tide was out. the capt spliced the main brace ashore. after we got through. we came aboard and hoisted the boat and got supper. all hands from the James & Anda are aboard of us to night having a gam. our boat has gone ashore with some of our crew. the blacksmith. Coopers mate. and Antoine are on the sick list now and off duty. we rove a new fish tackle to day.

Sat. Dec. 20th/79

Day commences with good weather all hands Called at 5 O clock. we put our port anchor down last night and it got foul so we had to heave it up and clear it this morning we had a hard job and it took us until breakfast time to get through. after breakfast the boat went ashore for the capt he came off and gave his orders and then went ashore. after that we got our bone up on deck and sent it on board the steamer

Sat: Dec. 20th 1879

in two boats. it is going to Auckland and from there to Sanfrancisco and then acroſs land to New Bedford. I gueſs by the time it gets home the freight will have it eat up. but we could not keep it aboard the ship for it would spoil. Cooper finished setting up and flagging casks to day. we stowed down about 70 barrels of water to day. and put two large shook head casks in the after hatch, between decks. Antoine went on duty to day. we got a hind quarter of beef aboard to day. about 7 O'clock to night the weather got bad again and it began to blow and rain we had to give her the port Anchor again. the boat went ashore about 6 O'clock. but All. but they are going to have a hard time coming back. I am glad I did not go.

Sun: Dec. 21st 1879

Day commences with good weather all hands called at 7 O'clock nothing doing to day. the boat went ashore for the Capt at 8 O'clock but he did not come off. he sent orders for one watch to go ashore on liberty but he did not send any money so that no one cared to go. after supper the boat went again all that wanted to go went and a good many went gamming on board the James Arnold. this was the finest day we had we had since we come in port I spent my day writing home at 7 O'clock we hove our port anchor short. Sunday is a very lonesome day for me especially in port when I am writing my letters my mind is always on home and it makes me feel very blue I can tell you but it will soon be over now I hope;

[illegible]
[illegible] 1877

December in Port

Mon Dec. 22nd /79

Day commences with good weather all hands called at 5 O'clock broke out casks and sent them ashore to be filled with water. and wet hold. then scrubbed deck and got breakfast. after breakfast loosed all sail to dry. then broke out main hatch and hauled all the Cable on deck to clear out the chain lockers. so as to see what was the matter with our pumps and we had a very hard job for there was a lot of stone ballast down there that had to come out then we rigged our force pump and pumped all the water out then stowed back. did not find anything out of order we also painted the ship outside up as far as the chain plates. and coal tared the bends. the Capt Come aboard at 8 O'clock but did not stay long he came aboard again. to look at the chain lockers after we had them cleaned out. our Blacksmith and Steward both went ashore to see the doctor to day. and we took a 100 pounds of onions up to Mr Duncons. there was a large arm chair came from the James Arnold to day to be used for hoisting the old lady aboard. also a fancy bird cage made out of bone. we furled all our sail at 2 O'clock. all hands went in swimming after work was over. and after supper the boat went ashore with all that wanted to go the rest went on board the James Arnold gamming. there is talk about us not getting any liberty in here this time but I do not know how it is going to be yet but I think on account of having liberty in Norfolk that he will not give us any here.

6 Dec 1879 December .in Port.

3 Tues. Dec. 23rd /79

Day begins with squally weather all hands called at 4 o'clock and scrubbed deck. then got breakfast. it rained some but cleared off at 9 O'clock boat went ashore for the capt he come aboard but did not stay long there was 2 cords of wood come aboard and we sawed it up and stowed it below. our mail come yesterday I received 4 letters 3 from home and one from the Morris. then there was a boat got ready to go to a maori picnic I was one of the crew we went up to a place called Kaiawaka 14 miles up the river and had a splendid time left the ship at 10 O'clock we took the capt * wife and 4 young ladies and one gentleman from shore we got there at 4 O'clock hauled our boat up and stayed all night we had a fine breeze all the way up did not have to pull a stroke. and there is splendid scenery all the way up.. mountains and valleys one after the other. and the water very smooth there was quite a number of small settlements at short distances from one an other after we got there we had quite a dinner cooked in the native style. and eat with our fingers. then there was horse racing foot races and we had a game of ball our crew and a crew from the James Arnold. they had a boat there also. then at night there was a concert with the native children. and after that a ball that lasted all night and it was very interesting to us to see the native dances and music saw some very pretty Wyenas as they call the young girls dressed up in tip-top style.. they all treated us with great respect.

December in Port.

Wed. Dec. 24th/79

Day commences with cloudy weather we started to Come aboard the ship at daylight we only got a short distance when it began to rain and it poured the road down to Ruſsell and we had a head wind and had to pull the whole 15 miles we pulled it in 2 hours and 20 minuits with 4 oars but I can tell you the Ladies got a good drenching but it was very warm and did not hurt them any at least they did not seem to mind it much. we come aboard and got breakfast and turned in until dinner time we were pretty tired to staying up all night and having such a long pull in the morning. we did not do much aboard the ship to day. we brought 2 large hogs from shore to day and a quarter of beef. one boat went to manofwar bay fishing to day did not have very good luck got about 40 fish. we turned up the Larboard boat and waist boat to paint them; but they did not get dry enough. we painted the chain plates fore and aft to day. after we got through all hands went in and had a swim; then we cleaned the fish got supper and the boat went ashore. and a crowd come aboard from the James Arnold.

Christmas Day! Thurs Dec 25th/79

Day begins with pleasant weather all hands called at 5 o clock an scrubbed off decks we had two of our boats turned up to paint them we painted them and then knocked off work Capt Come aboard to day. I cut up a quarter of Beef and Corned it 2ed mate took his boat and went sailing to day.

Dec 1879

December in Port

Fri Dec. 26th 79

day commences with good weather all hands called at 5 O'clock we lowered 2 boats and brought of a raft of water and hoisted it aboard we then got a mast up for the bow boat. wet hold and scrubbed of deck we turned our boats over that we painted yesterday. we filled up our scuttle butt. Cooper working getting the mast ready for the boat. we headed up our Casks of water and lashed them our letters went ashore to night. and the ship is all ready for sea expect to sail in the morning.

Sat Dec. 27th 79

All hands Called at 5 O'clock and manned the windlas and hove in most of our cable. the boat went ashore for the capt and his wife at 6 O'clock and they came off. we hove our anchor short but the ship began to drift in shore and we were very close. and the James Arnold was right under our stern. and a very stiff breeze blowing so the capt was afraid we might go into her. so we down anchor again. then at 8 O'clock the Capt and his wife went ashore again so we did not do anything for the rest of the day. at 4 O'clock the boat went ashore and the capt and his wife came off again we hove our anchor and the large steamer Wanaka of Dunedin took hold of us and towed us out past tarpecker then let go we had light weather and a fair wind we got our both anchors on the bows and lashed them and stowed our Cables down below. we have all sail set George Beal, a boston chap left the ship 3 nights ago and has not Come back. I guess he has got clear. we got a quarter of Beef to day. all away for another season.

December

Sun Dec. 28th /79

Day begins with very fine weather all sail set the starboard watch scrubbed of deck at daylight. mast-heads all manned. fresh meat fore and aft 3 times to day. our steward is off duty very sick also our Blacksmith. coopers mate went on duty yesterday. one foremast hand has taken the steerage boys place. and he is doing the stewards duty. nothing reported from masthead. we took in the three topgallant sails and flying jib at 7 O'clock ship was hauled on the wind heading S. by W.

Mon Dec. 29th /79

Day commences with very fine weather, and a good breeze Port watch turned over the Bow and Starboard boat and sandpapered them ready for painting before breakfast and put a new lashing on the port anchor starboard watch painted the boats in the forenoon. in the afternoon Port watch Coaltared the two anchors and painted the stocks. and stowed some butter in a tierce we scrubbed off deck at 4 O'clock, at 7 O'clock took in the upper topsail, and mainsail. nothing reported from masthead Peter one of the sailors went off duty to day pretty sick

Tues. Dec. 30th /79

Day commences with pleasant weather made all sail at 5 O'clock starboard watch turned up the Bow and Starboard boats that was painted yesterday after breakfast port watch put the craft in them and got them all ready for whaling we scraped the crane and davit braces and painted them and also scraped the sheerpoles and tarred the fore and aft copper cut-down and repaired a cask. raised a spout at 6 O'clock but did not make out what it was. took in sail at 7 O'clock

December

Wed Dec 31st 1879

Commences with very fine weather made all sail at daylight painted main top boat buckets &c. belonging to the bow boat. starboard watch working in the rigging to day. capt and 2nd mate getting new tow lines ready for the boats. we also pitched the scuttle butt. put a new hank on the foretopmaststaysail and one on the jib. Caught a large Albacore to day. plenty of them around the ship to day. there goes 8 bells. the last of the old year. we have just commenced 1880 and it is raining Port watch has midwatch on deck. so we see the old year out and the new year in. we took in the light sail and set them at 7 oclock scrubbed off deck at 4 oclock. it has been uncommon warm all day to day and to night. could not sleep below on account of the heat. but the rain will cool it off.

{Composed by. R. Dais. Cooper.}

Oh: what are the mournfull tidings that come
Brought over the briny deep.
Repeat: we pray for the sense is numb.
Yet. the truth our souls doth weep
Hark to the sound of the tolling bell
And the roll of the muffled drum.
Mark the falling tear as the truths they tell.
Like a death cloud the news hath come.
In the silent grave they have laid him to rest
Nor Can sorrow or grief there avail him.
Calmly he,ll sleep the sleep of the blest.
Over his tomb will the nation bewail him
Lost to our sight his spirit still lives
No in Columbia ever shall die.

1880

New Years Day} January 1880 Logg Bo

Thurs. Jan. 1st.

Day Commences with squally weather and plenty of rain but towards morning cleared off and we had a splendid day although it was very warm Capt Come on deck and sung out A happy New Year all hands fore and aft. after breakfast we scraped and painted the foretopsail tie and runner and after dinner done the same at the main. we made all sail this morning raised a spout at masthead but it proved to be a Finback we also saw a school of Porpoise there was plenty of skipjacks and Albacour around the ship to day. and at 5 Oclock we caught 2 large Albacour we had plum duff. fresh Beef and soup for dinner to day. we broke out Tobacco to day. took in our light sail at 7 Oclock. the water begins to look lively now and I hope we will see sperm whale before many days our Blacksmith. Steward. and peter are sick yet but getting better.

Fri Jan. 2nd /80

Day commences with pleasant weather made all sail at 5 oclock. we scraped our fore and maintopsail sheets and also the mainspencer. and spanker toppinglifts we started to paint the foretopsail sheets but did not have time to finish. the Capt Caught 7 large Albacour to day out of the Starboard boat. about 5 Oclock we had rain squalls we took in maintopgallantsail and flyingjib. and at 7 Oclock took in the uppertopsails mainsail. jib. and double reefed the mizzentopsail and it rained very heavy and it cleared up at 4 oclock. and up to 12 Oclock it was a dead calm the 3rd mate trimmed up a rooster for fighting to day. raised one finback at masthead at 6 Oclock. and scrubbed off deck

January 1880

Sat Jan. 3rd /80

Day Commences with a dead calm but about 5 O'clock
a light breeze sprung up we made all sail and at 12 O'clock
we had a nice breeze. we painted the foretopsail sheets
nd scraped and painted the jib and flying jib jumpers
in the afternoon we set watch and scrubbed deck at
4 O'clock. at 5 O'clock we had a stiff breeze with a little
ain and took in the flying jib and maintopgallantsail
t 7 O'clock it began to blow and rain we took in all
ail and set the main spencer and storm staysail very
ad looking weather I think we are going to have a blow
nothing seen at masthead we caught 2 albacore to day.

Sun Jan 4th 80

Day commences with heavy weather about 4 O'clock it began
to rain and it rained steady all day. at 9 O'clock we set
the foresail and it began to blow so hard that we took it
in again at 11 O'clock. at 2 O'clock we took in mizzentopsail
nd at 6 O'clock took in foretopsail no masthead to day.
nothing but maintopsail set to night blowing and raining
very hard with appearance of very bad weather.

Mon Jan. 5th /80

Day commences with very bad weather raining and blowing
very hard with heavy squalls. we are on the port tack and had
to set the starboard boat on the upper cranes. Coming on morning
it began to moderate some. at 6 O'clock we set the fore and
mizzen topsail and jib and at 8 O'clock set the upper topsails
nd mainsail that is all the sail we made to day the weather
was fine to day but it was very hazey could not see very far
from masthead. we cleaned out the tryworks and deck pot the
forenoon and scraped and painted the maintopsail sheet in the
afternoon at 4 O'clock scrubbed deck. at 7 took in sail. weather fine.

90

Jan 1880

January 1880

Tues. Jan. 6th /80

Day commences with fine weather made every stitch of sail at daylight. starboard watch working in the rigging all the forenoon. in the afternoon we sent down the foretopgallant lifts and overhauled and shortened them tarred them and hung them up in the rigging to dry. scrubbed the rust of the martingale and got it ready to paint. finished painting the starboard anchor stock and touched up the port anchor with coal tar. at 11 o'clock to day we raised a school of Grampus off our lee bow and they were in sight all day. also any amount of Albacore. we caught quite a number of them. there was a very large shark around the ship all day. it has been nearly a Calm all day and Continues so to night. with appearance of rain we scrubbed off and took in all sail at sundown the old Lady sent a pile of reading foward this afternoon.

Wed. Jan. 7th /80

Day commences with fine weather and a very light breeze. made all sail at daylight. we painted mizzentopsail sheets to day. sent the mizzentopmast lifts aloft and sent down the cratchet footropes and tarred them and put them in the rigging to dry. sent down the foretopgallant foot ropes and overhauled them and tarred them put them up in the rigging to dry. we had to lash the port anchor again to day. filled the scuttlebutt this morning. caught a lot of Albacore to day. cut the heads and napes off to use and threw the rest of them overboard. saw Grampus from masthead to day. we had a rain squall at 10 o'clock but it did not cool the weather off any. it is so hot that we cannot sleep below. at 9 o'clock to night it rained some but cleared off again with a nice breeze there was thousands of fish close to the ship to night. we took in sail at sundown. scrubbed off deck at 4 o'clock.

January 1880

Thurs Jan. 8th 80

Day commences with very fine weather made all sail at daylight no work of any account going on to day. at 1 O'clock we had a very heavy squall. we had to clue up and down in short order. and it rained sheet rain we furled all sail. ll hands got wet through it Continued raining in showers ll day after. at half past four. we raised French Rock n our lee beam. we are on our old grounds now and I hope we will take somthing. any amount of fish and birds around the ship. we caught a stock of Albacore to day. sembled off deck at 4 O'clock. French rock in sight at sundown, we broke out [illegible] try.

Fri Jan. 9th /80

Day Commences with pretty rough weather but fine we did not make any sail but the foresail and jib at 9 O'clock we raised French Rock on our lee beam we then set the main ail. we ran pretty close to a reef that makes out from French ock. at 10 O'clock there was a very large sill fish Came longside the ship and we struck him but the ship was going o fast that the harpoon tore out and we lost him some the men got their hands burned pretty bad with the line t 11 O'clock we raised a large white water 4 points on our weather bow. we saw it 3 times but did not see it again I think t was a sperm whale but it was blowing so hard we could not get up to windward at 12 O'clock we set the upper topsails and run before the wind and at 2 O'clock we raised a sail we hauled aback our main yard. hauled up oresail & mainsail. and she ran down to us. it was the alifornia. the capt Came aboard at 6 O'clock. it was so rough that he did not bring his wife. our mate went aboard of her nd the gam lasted until 10 O'clock. we brought out

January 1880

Fri Jan 9th /80

her mail from the bay and the boys were glad to get the letters she has seen nothing since she left us in Norfolk Island it is pretty near 6 months now since she has taken any oil. she goes home next June when her four years will be up. we scrubbed deck at 4 O clock and took in sail at sundown. our Steward is not getting much better. the Blacksmith is better but has not gone on duty yet. Albacore and skipjack very thick around the ship to day. we caught a number of them

Sat Jan. 10th /80

Day begins with very fine weather but a very stiff breeze the California in sight on our lee beam at daylight she run along with us all day. we set the foresail mainsail and jib at 5 O clock. at 8 O clock we set the uppertopsails. we raised Curtis Rocks and Goat Island this forenoon and we run pretty close to them we would have went ashore and got a half dozen goats but it was to rough for a boat to land on the beach we wet hold and filled the scuttle butt this afternoon also killed 5 chickens. plenty of fish and birds around to day we caught a number of fish. we raised a white water at 2 O clock but did not see it again. scrubbed deck with sand at 4 O clock and took in sail at sundown. California on our weather beam I think we will gam to morrow.

Sun Jan 11th /80

Day begins with very fine weather and very warm we made all sail at daylight the California on our weather quarter. at 8 O clock we hauled up our foresail and mainsail and hauled aback the main yard for a gam the California ran down and the Capt and his wife come aboard at 9 o clock we visited till 10 o clock to night it was a calm all day. plenty of fis under the Stern and a school of Porpoise in sight. took in sail at sundo

January. 1880

Mon Jan. 12th. 80

Day Commences with fine weather we made all sail at daylight. the California in sight on our weather beam. it began to breeze up strong at 10 o'clock the mate raised a spout at masthead but it turned out to be Grampus. plenty of fish to day of which we caught a number. at 2 o'clock the California luffed up to the wind we thought she saw something and we luffed up to. but she kept off again in a short time and we followed suit. at 3 o'clock it was blowing pretty stiff we Carried away our flying jib. it got tore in ribbons we took it in and stowed it below we then took in our maintopgallant sail and furled it the Blacksmith went on duty to day. he got his forge up and worked all day on the forcepump it got out of order while he was sick. he did not get through with it. the starboard watch were repairing boat gripes to day. and the port watch sent aloft the foretopgallant lifts we scrubbed deck and took in sail at sun down. it is blowing half a gale to night and very rough. California in sight on our lee beam. to night.

Tues. Jan. 13th. 80

Day begins with fine weather but blowing about the same as it was yesterday with a very heavy sea on and it Continued blowing all day no sail set only the foresail and lower topsails the California is on our lee beam under the same sail that we are under both watches were working all day on the flying jib that we carried away yesterday but we did not finish it. the Blacksmith finished the pump to day. Steward went on duty to day. Caught a lot of fish to day. scrubbed off. at 4 O'clock.

January. 1880

Wed Jan. 14th /80

Day Commences with the same kind of weather as yesterday: we wore ship this morning at 6 Oclock. and set the jib and foresail. California on our lee beam. we were working all day on the flying jib we got done at 4 Oclock and bent it nothing seen at masthead. at 12 Oclock we set the mainsail it began to moderate after dinner and to night it is calm this is regular French Rock weather one 24 hours blowing a heavy a gale of wind and the next 24 no wind at all. we Caught a number of skip jack to day. also broke out flour. we had to break out Canvas for the flying jib this morning. we took in sail at sundown. scrubbed off deck at 4 Oclock.

Thurs. Jan. 15th /80

Day Commences with thick foggy weather and a good breeze California on our lee bow. we set the foresail mainsail and jib at daylight at 8 Oclock we made all sail we had some rain but it did not amount to much we broke out Beef & Pork. in the forenoon. in the afternoon we put up the footropes on the Cross jack yard and put up two new scotchmen on our fore stay. we Caught a lot of skip jack to day. and one of the boatsteerers killed a very large shark under the bow. with a boat spade. the 2nd mat Cut another one under the stern. it has been a calm since 9 Oclock this morning. but it was so thick all day that we could not see much from masthead. we scrubbed deck at 4 Oclock. took in sail at sundown. California close to on our lee bow to night.

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Day Commences with very fine weather and a very light breeze. we made all sail at 5 Oclock California in sight 4 points on our lee bow. we ran off and she held her

January 1880

Fri Jan. 16th /80

wind until 12 O clock and to night she is just in sight from masthead. the starboard watch sent down the m mizzentopsail lifts and overhauled them, tared them, and hung them in the rigging to dry. port watch sent up the foretopgallant footropes and put them on. also put on some new rattlings on the fore and foretopmast rigging. removed two scotchmen on the topmast backstays. nothing in sight from masthead to day. we caught a lot of fish. split them and salted them down. also broke out Onions and served them to the men forward. scrubbed deck at 4 O clock. took in all sail at sundown. it is very hot weather now. it is almost impossible to sleep down below.

Sat Jan. 17th /80

Day Commences with very fine weather made all sail at daylight. California on our lee beam. we broke out water before breakfast and filled the scuttle butt. after breakfast we broke out in the forehold for canvas and Cotton cloth. Capt gave cloth to those that wanted it. cleaned out the Cooler. and slushed down the masts and jib and flying jib stays. we killed a large hog in the afternoon and wet hold. Caught a lot of fish to day. scrubbed deck pumped ship and took in all sail at sundown. California close to on our weather bow. all ready for a gam tomorrow if the weather holds good. it still keeps very hot.

Sun. Jan. 18th /80

Day commences with very fine weather. made all sail at daylight the California close to on our weather beam. at half past six we had a heavy rain squall took in the maintopgallant sail and flying jib and furled them clued down the upper topsails and

January 1880

Sun. Jan. 18th /80

jiuled them and hauled up the mainsail the California done the same it did not last long. we hoisted our topsails again and down the maintack raised a spout at 7 O'clock but it proved to be Grampus. at 9 O'clock we hauled up our mainsail for a gam but the California would not Come down. the Capt got his back up and down maintack. gave her the maintopgallantsail and flying jib and run off. we ran along until 3 O'clock and the California Kept closing in on us and she was very close. it looked as if she wanted to gam but our Capt would not have it so he hard up wheel and went off before the wind the California got insulted and luffed to the wind and at 7 O'clock to night was out of sight on our weather quarter. so I guess that ends the gaming with her this season. we raised a white water at ½ past 6. but did not make out what it was. we Caught a lot of Albacore to day. and we had fresh pork fore and aft all day. took in all sail at sundown. there is a bounty up. $10 for a sperm whale.

Mon Jan. 19th /80

Day Commences with fine weather made sail at 5 O'clock then started to bring the irish potatoes on deck to pick them over as a good many of them were getting bad. we got them all on deck by breakfast time. after breakfast we picked them over. and at 10 O'clock a rain squall Come on and we had to hurry them down below again before they got wet. we just got them down when it rained and blowed we had to slack down the topsails. it cleared up then at 12 O'clock when we washed deck and broke out molasses. we raised a spout on the lee quarter and we thought sure it was a sperm whale we hauled up

January 1880

Mon. Jan. 19th /80

the mainsail and squared the yards and run down but did not see it again. the weather is very fine this afternoon. we scrubbed deck at 4 O'clock. and Caught a number of Albacore. took in all sail at sundown. expect to raise sperm whales every day now. as it is very near time for them here.

Tues. Jan. 20th /80

Day commences with cloudy weather made all sail at daylight. cleaned up deck before breakfast to sew sail. after breakfast we sent down the foresail and worked on it all day until 5 O'clock but did not finish it. we Caught a lot of Albacore to day. and one of them weighed about 130 pounds. nothing seen at masthead. scrubbed off deck. and took in all sail to night.

Wed. Jan. 21st /80

Day begins with very fine weather made all sail at daylight. and then went to work on the foresail and worked all day until 5 O'clock but did not finish it I guess we will get done with it tomorrow if the weather is nice. nothing seen at masthead to day. we caught a lot of fish to day. we cut the napes off and salt them and then dry them in the sun. they will be very good in Cool weather when we cant catch any fish. we scrubbed deck. and took in all sail at sundown.

Thurs. Jan 22nd /80

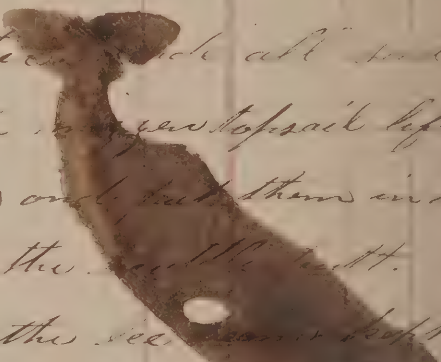
Day Commences with fine weather made all sail at day light. then got our foresail up and went to work on it got through with it at 9 O'clock and bent it and set it nothing seen from masthead to day. caught a lot of fish scrubbed deck and took in sail at sundown.

January 1880

Fri Jan. 23rd /80

Day commences with fine weather made all sail at daylight. then took down our mainsail to repair and worked all day on it got through and bent it at half past five. at 7 o'clock this morning sung out for a whale at masthead. but it was a water spout. all the forenoon there was 4 large sharks around the ship the 3rd mate killed one with a boat spade. there was any amount of fish round to day and we caught a number of them. also lots of flying fish went by. and a small turtle. at 1 O'clock raised Round Rock on our weather bow. and at 2 O'clock raised a large white water right ahead. did not see any more of it. raised a white water at 11 o'clock on our lee bow but that was a school of Porpoise. it was quite an exciting day and we all thought we would ~~see~~ sperm whales before night but we did not. we scrubbed deck and took in sail at sundown. Latitude 31°27.

Sat. Jan. 24th /80



Day commences with very fine weather [illegible] all sail at daylight. starboard watch sent up the mizzen topsail lifts and sent down the footropes tarred them and put them in the rigging to dry. broke out water and filled the scuttle butt. at 9 o'clock raised a white water on the lee bow kept off. but it turned out to be porpoise. after dinner we [illegible] hold. at 1½ we raised a white water on the weather quar. but we called them jumpers. at ½3 we raised a white water two points on the lee bow. kept off and it turned out to be a school of small sperm whales we got the boats ready and lowered away at ½4. and the 1st mate struck half an hour after we lowered. but the whale did not stay with the school. so all we got was one. and

January 1880

Sat. Jan. 24th/80

he is a very small one. he had a long life and it took some time to kill him the 3rd went to help the mate and the other two boats kept on after the school. but they went to windward so fast, that we gave them up in about 1 hour. there was a strong breeze and a very heavy sea running. so that all hands got wet through. we got him alongside at 7 Oclock. then took up our boats and furled all sail and went to supper. starboard watch has first watch on deck to night. we broke out bread to day. every one is in good spirits to night for we know that the whales are on the grounds. we caught some fish to day and also struck a Porpoise. so we will have Porpoise Balls to morrow for a change. the 3rd mate raised the whales to day. there was any number of sharks around the boats to day. and a school of flying squid came in our boat to day struck us in head and face.

Sun. Jan. 25th/80

Day begins with clear weather but a very strong Breeze. Called all hands at 4 Oclock. set the lower foretopsail and began cutting in got him all cut in at 7 Oclock. then went to breakfast then we sent down the tackles and falls and stowed them below. bailed the case and cut up the junk. started the fire at 10 Oclock. and began to tryout. port watch went below after dinner come on deck at 4 Oclock and scuttled off. we got through trying out at 12 Oclock. and put on the fat lean it is blowing pretty hard and a heavy sea running he made 18 barrels. we took in foretopsail at 6 Oclock. nothing seen at masthead to day. looks like bad weather to night

January 1880

Mon Jan 26th

Day Commences with rough weather we took our fat lean oil off and cleaned up and stowed everything down below brake out Beef & Pork. did not make any sail. in the afternoon it blowed pretty stiff. we took in the foresail at 4 Oclock and scrubbed off deck. and at 6 Oclock took in the mizzen topsail. there is a very heavy sea on and the ship is rolling heavy. nothing seen at masthead to day.

Tues. Jan. 27th /80

Day Commences with pretty good weather we set the main sail. foresail & Jib at 5 Oclock and at 8 Oclock set the upper topsails. we were fishing all the forenoon and Caught and salted down three barrells. to trade for fruit at the islands next season. at 1 oclock we raised a white water 4 Points on the weather bow. we shook the reefs out of the mizzentopsail and set the flying Jib but did not see it again. we broke out Vinegar and molasses this afternoon the 3rd mate struck a boatsteerer this afternoon. but the old man settled it. 2nd mate was off duty to day sick. we scrubbed deck at 4 Oclock and took in sail at sundown weather is pleasant to night but it looks like rain.

Wed Jan 28th /80

Day Commences with good weather made all sail at daylight raised a spout in the weather beam at 7 oclock but it went in the sunglade and we did not see it again. we broke out Beef and Pork. in the forenoon. about 12 Oclock it began to breeze up and at 2 Oclock took in the flying Jib. it kept on blowing stronger and at 4 Oclock we took in upper topsails and furled them. at 5 Oclock took in mainsail

January 1880

Wed. Jan. 28th /80

and furled it. and mastheads come down. it began to rain then. at 6 o clock. furled foresail and jib and mizzen topsail. it was blowing a gale then. at 7 o'clock took in lower foretopsail and set the main spencer. and set the starboard boat on the upper cranes. it stopped raining and was blowing a living gale.

Thurs. Jan. 29th /80

Day Commences with the gale in full force. at 1 o clock. the Port watch goosewinged the maintopsail. and the buntling parted so it was a very hard job. to get the sail picked up. we then set the boats all on the upper cranes. the ship is rolling rail under and shipping some very heavy seas fore and aft. at midnight we put our hatch bars on and tried the pumps. it is blowing harder to night than it has blowed since we left home. we have two men at the wheel. for one man got throwed over it this afternoon and nearly broke his neck.

Fri Jan. 30th /80

the gale still Continues, it commenced to rain at 3 o clock this morning and rained very heavy and steady until 4 o clock in the afternoon when the storm began to abate. we shipped some very heavy seas we thought at one time our bulwarks were stove in they struck so heavy. we pumped ship at 5 o clock, but no water. we had to go down in the lower hold to stop a cask of oil that got adrift. we shook the goosewing out of the maintopsail at 6 o'clock. and had only one man at the wheel. I guess the storm is over but it blows pretty stiff yet. hard work to write up.

January 1880

Sat. Jan. 31st /80

Day begins with cloudy weather and blowing pretty stiff yet. made the lower foretopsail and that is all the sail we had set to day. there is a very heavy sea on. and it is so foggy that we cannot see much at masthead we broke out water and filled the scuttle butt. and wet hold to day. there was lots of sharks around to day and we had good fun killing them we killed a number of them we caught a lot of Albacore and skipjack and also one large Dolphin. the weather is bad to night again.

Sun. Feb. 1st /80

Day Commences with rain and bad weather and Continues all day. at 9 oclock we set the foresail and jib and mizzen topsail. and at 10 Oclock took in the jib and furled it. mastheads did not go up until 12 Oclock. at 1 Oclock raised a white water and then 3 spouts right ahead. one mile off. we hauled up the foresail and the capt went aloft but it rained and the weather was so thick we did not see any more of it. we all thought it was sperm whales we struck a large shark to day and hauled him aboard and disected him for some of the boys that had never seen one cut up at 7 oclock it began to blow again took in the foresail. lower foretopsail and mizzen topsail. looks as if it was going to blow hard again. I wish that it would blow out for everyone is tired of so much bad weather all our clothes are wet and we can get no chance to dry them and we cannot see anything from masthead. the capt says he has known such weather to last a month. but I hope not.

February 1880

Mon. Feb. 2nd /80

Day commences with bad weather rain and fog. but about 6 o'clock it began to brighten up a little we made sail and set the lower foretopsail at 8 O'clock we set the foresail mainsail jib and mizzen topsail there was a pretty good breeze all day. but nothing seen from masthead for the last two or 3 nights the birds have come to the ship to rest having got tired out with the gale blowing so long. we sent down the cutting in pennants and cleaned them and tarred them. but did not put them up to day. the capt caught a lot of fish this forenoon and to night caught two very large Albacore. we scrubbed deck at 4 O'clock and took in sail at sundown. weather fine to night. we cleaned the cooler and all the copper ware to day

Tues. Feb. 3rd /80

Day begins with fair weather. we made all sail at day light. broke out Tobacco. before breakfast. and tarred the eyes of the lower main rigging all ready to put up the pennants that we took down yesterday. we then broke out in the mizzen hatch for molasses and salt. we raised French Rock at half past five this morning. raised a white water at 9 O'clock. but it turned out to be a reef with the sea breaking over it about 3 miles to the N.&E. of French Rock. about 2 O'clock we raised Curtis Rock. and at 5 O'clock raised Goat Island. we started to catch fish at 1 O'clock and at 4 O'clock we caught and salted down 3 barrels. the old lady caught a large Albacore but she could not haul him up. we stowed down the 3 barrels we caught last week.

Febuary 1880

Tues. Feb. 3rd /80

it is very easy to catch the fish out here we have a line with a large hook on and a piece of white rag on it and no matter how fast the ship goes they will always bite. they spring for the hook thinking it is a flying fish and hook themselves. some of them are so large that it takes 2 and somtimes 3 men to haul them up. we scrubbed deck at 4 o'clock and took in sail at sundown. we then kept off to get clear of land and ran until 9 o'clock. French Rock is astern Curtis rock on our weather beam and Goat Island on our lee bow we expect to see a ship tomorrow but the weather does not look very promising to night. 3rd mate made a new bread bag for the boat to day. Blacksmith was working at the fire all day fixing the ships pump.

Wed. Feb. 4th /80

Day begins with good weather and a stiff breeze. at daylight we set foresail mainsail & jib. we run off nearly all day. Curtis Rock and Goat Island in sight this morning but we run them out of sight at 2 o'clock. nothing raised at masthead to day. we took in and overhauled the Larboard and Starboard boat gripes tarred them and hung them up to dry. Caught some fish to day. broke out some small stores in the run. scrubbed deck at 4 o'clock took in sail at sun down. weather fine to night.

Thurs. Feb. 5th /80

Day Commences with pleasant weather made sail at daylight set foresail mainsail & jibs got a tackle up over the main hatch to break out and get ready to stow down the oil that we tried out last week. we have

February 1880

Thurs. Feb. 5th /80

to pump for 3 hours with the force pump to get the water out of the hold. we got through stowing down at 12 O'clock. stowed down about 15 barrels. we then broke out water and filled the scuttle butt. then took our irish potatoes on deck to pick them over but had to throw more than half of them overboard that were rotten. we have only got about 10 bushel left we got through about 4 O'clock and scrubbed deck and took in sail at sundown. the 3rd mate sung out for a sail at 10½ thought it was a ship trying out on account of the smoke she made but it turned out to be a large steamer she did not come very close to us. 1st mate sung out for a breach on the lee beam but it turned out to be Grampus. the old lady caught 4 or 5 large Albacore to day. to night we saw somthing in the sky. that looked like a Comet. it looked very long. and bright, it was in the south west.

Fri. Feb. 6th /80

Day Commences. with fine weather but a pretty strong breeze. set the foresail mainsail and jib at daylight and at 8 O'clock set the upper topsails. we took some oil out of a cask on deck. and put it in another one and cooper had to put a new head in the one we emptied. we salted another barrel of fish, of which the old lady caught quite a number, that makes 8 barrels we have got now we put the gripes on the larboard boat to day. the mate raised a white water to day but it was Grampus. there was a large bill fish around to day. we scrubbed deck at 4 O'clock took in sail at sundown. weather fine to night

Febuary. 1880

Sat. Feb. 7th '80

Day Commences with very fine weather and a good breeze we made all sail at daylight we put up the cutting in penant in the forenoon and slushed down the masts. put the gripes in the starboard and waist boats. broke out Beef & Pork and wet hold and killed two hogs in the afternoon a very large Bill fish around to day but he did not Come close enough to strike. nothing seen from masthead to day took in sail at sundown and scrubbed off deck we have not seen the Comet that we saw on the 5th it has been to cloudy. we split our flying jib to day when we were hauling it down it was blowing pretty stiff

Sun. Feb. 8th '80

Day begins with fine weather but a very strong breeze set the foresail and jibs at daylight. at 10 O clock set the mainsail. at 12 o clock raised goat Island. and set the upper topsails and maintopmast staysail. parted the leech rope while we were setting it. raised Curtis rock at 2 o clock. we had fresh meat fore & aft all day. nothi seen from masthead. took in sail at sundown. wore ship at 11 O clock to night. both lands in sight from de

Mon. Feb. 9th '80

Day Commences with fine weather made all sail at daylight. then took in the flying jib and repaired it got through and bent it and set it at 11 O clock. at 10 o clock raised a sail 2 points on the lee bow and kept off for her. we come up with her at 2 O clock she proved to be the California the Capt and his wife come aboard and stopped until 10 O clock when they went aboard. the have taken two

February 1880

Mon Feb. 9th /80

small whales since we saw them last that made 33 barrels. we raised a white water on our lee bow at 3 O'clock but only saw it once. we scrubbed off deck at 4 O'clock and took in sail at sundown. California on our weather beam. Goat Island and Curtis Rock in sight all day.

Tues. Feb. 10th /80

Day commences with good weather but a very stiff breeze. set foresail mainsail & jib. at daylight. California in sight on our weather quarter. also Goat island and Curtis Rock on our weather beam. raised a large white water on our weather bow. saw it three times but did not see anything. we broke out a cask of hard Coal. and a five barrel Cask of beef. from the forehold. and put them aft on the quarter deck. broke out molasses to day. starboard watch working in the rigging. scrubbed off deck at 4 O'clock and took in sail at sundown. land and ship in sight to night.

Wed. Feb. 11th /80

Day begins with good weather made all sail at daylight. Curtis Rocks Goat Island and the California in sight. took down the maintopmast staysail to repair got through with it at 3 O'clock. made it up and stowed it down in the sail pen. I do not suppose we will use it again until we are homeward bound. we run off before the wind at 10 O'clock and left the California and the land astern. we are bound for French Rock for whales as there is none here. our Irish potatoes give out to day. scrubbed deck at 4 O'clock took in sail at sundown. saw nothing to day.

February 1880

Thurs Feb. 12th 80

Day Commences with good weather but a very strong breeze. set the foresail mainsail & jib at daylight at 8 Oclock set the upper topsails. at 9 Oclock one of the chickens flew overboard we hauled up the mainsail and hauled aback the main yard and lowered the starboard boat. she was about a mile astern when we picked her up. we broke out water from the forehold and filled the scuttle butt. we opened a Cask of Beef and packed it in barrels and stowed it below. did not see anything from masthead to day scrubbed off deck at 4 Oclock took in sail at sundown.

Fri Feb. 13th 80

Day begins with good weather but a stiff breeze. set the foresail mainsail & jib put up the mizzentopgallant lifts and sent down the boatropes and repaired them broke out a lot of small stores from the run to day served out soap forward and also 100 onions apiece to every man. stowed down a cask of hard Coal in bulk in the run and also a tierce of paint oil Cooper had to cut down the Cask the Coal was in and fit it for oil. blacksmith put a new bale on the tea bucket. to day. I was at work in the run and the old Lady gave me a Can of string beans and a can of Corn and a box of Sardines which was quite a treat. we caught some fish to day. nothing seen from masthead to day scrubbed off deck at 4 Oclock and took in sail at sundown. we saw the Comet last night but it was not in sight to night we have new moon to night. we broke out some new try gear to day. I wish we could get a whale to use it on.

February 1880

Valentine Day } Sat Feb. 14th /80

Day Commences with squally weather. at 5 O'clock we had two heavy squalls with rain we filled all our tubs and buckets with fresh water to wash. in the forenoon we painted the iron work in the main and mizzen tops and also the bands and blocks on the main and crossjack yards. at 20 minuits past 11 we raised a sail 2 points on the lee bow supposed it was the California but she was so far off we could not tell. we wet hold in the afternoon and killed a large hog. we made all sail at 7 O'clock in the morning and fine weather all day but a strong breeze. scrubbed deck at 4 O'clock and took in sail at sundown. the other sail in sight on the lee beam.

Sun. Feb. 15th /80

Day Commences with fine weather made all sail at day light. had a nice breeze all day. no sail in sight to day. or nothing at all seen from masthead. the boys shaving and cleaning up to day. Caught a lot of fish after 4 O'clock and salted down one barrell. which makes 7 barrels all told took in sail at sundown. at 11 O'clock to night it smelled very strong of whales to windward I should not be surprised if we raised something to morrow morning

Mon Feb. 16th /80

Day Commences with very fine weather made all sail at daylight. it Continued fine all day. splendid whaling weather but nothing to be seen except plenty of fish we broke out Bread to day. both watches working in the rigging all day. we come up with the main topmast stay to repair a chafe. and also the forestay to put new service on it. we scrubbed deck at 4 O'clock. and took in sail at sundown. very clear to night.

February 1850

Tues. Feb. 17th /50

Day commences with fine weather we made all sail at daylight. starboard watch working in the rigging before breakfast after breakfast the port watch started in the rigging working a the afternoon in the head stays and jibs & flying jib boot up starboard watch tarred down all the mizzen rigging and fore and aft stays. we raised a white water on the weather bow but only saw it once. at 2 Oclock. we raised a sail on the weather beam. at 5 Oclock raised French Rock. 2 points on the lee bow. at 3 Oclock there was a bery large bill fish alongside we got 2 irons ready to strike but did not get a chance. at 6 Oclock. we caught a barrel of fish and salted them down. the sail we raised Come down before the wind and a boat Come aboard at 8 Oclock. she proved to be the James Arnold. Capt Wilson. she left the bay one week after us. and she has taken 200 barrels since she Come out. they lost one man in the bay. we scrubbed deck at 4 Oclock. took in sail at sundown. it is a bery fine night and the gamers are going to stay all night. our mate with a crew is aboard of the James Arnold. there was a school of porpoise under the bow to night at 11 Oclock. but they gave no chance. to strike one.

Wed Feb. 18th /50

Day commences with bery fine weather both ships made all sail at daylight and run along together all all day. the James Arnold is a better sailer than we are we gamed all day and the Capt went aboard at 8 Oclock to night made a 24 hours game. saw nothing from mast head to day. we broke out water and molasses to day. the mate and 3rd mate had a quarrel to night and the Capt has put the mate off duty. scrubbed deck and took in sail.

Febuary 1880

Thurs. Feb. 19th 80

Day Commences with fine weather but a very strong breeze and continued so all day set mainsail foresail and jib we filled up two large casks of salt water and hauled them up on the quarter deck to trim the ship so she would sail better. Cooper was busy making scatchmen for the mainrigging. starboard watch tarring at the main and port watch tarring forward. the James Arnold in sight on our lee bow. the mate has not been on duty to day. him and the Captain had a long talk in the house to night. but I do not know whether the difficulty is settled or not. we scrubbed deck at 4 o'clock. and took in sail at sun down. nothing seen from masthead to day.

Fri. Feb. 20th /80

Day commences with good weather and a good breeze made sail at 6 o'clock. the James Arnold right astern we ran off all the forenoon to seperate the ships and then luffed to the wind raised a school of Grampus in our wake at 9 o'clock. Cooper finished making scatchmen to day and painted them. took down maintopgallant lifts and overhauled them. broke out beef to day. both watches tarring down fore & main. we have got the port side all done. the mate is on duty again to day we scrubbed deck at 4 o'clock and took in sail at sundown. it looks like rain or a change of weather to night. James Arnold on our weather beam about 10 miles off. I hope the trouble between the mate and 2nd mate is at an end for it makes it very bad for all hands aboard to have the officers at loggerheads and the old man get cranky as the very devil with every one

February. 1880

Sat Feb 21st 80

Day Commences with a very stiff breeze set the foresail mainsail & jib. at daylight. the James Arnold in sight 2 points on the weather bow. but a long way off she was out of sight at 12 Oclock and did not see her again to day. both watches turning down the starboard rigging 2nd mate off duty sick. port watch set up the main topsail and forestaysail netting we wet hold in the afternoon. scrubbed deck at 4 Oclock and took in sail at sundown. Caught a lot of fish to day. and one Albacore very large had a hard job to haul him in.

{Washingtons} Sun Feb. 22nd 80 {Birth Day}

Day Commences with thick hazy weather and a very strong breeze. the James Arnold in sight for half an hour in the morning but did not see her again all day. made the foresail & mainsail & jib. nothing seen from masthead. took in sail at sundown.

Mon Feb. 23rd

Day begins with bad weather but not much wind set the foresail & jib in the morning. at 10 Oclock set the upper topsails and mainsail Could not see more than two miles off all day. no work doing to day nothing seen from masthead. Caught some fish to day light rain pretty much all day. took in sail and scrubbed off deck to night. did not see the James Arnold

Tues Feb. 24th 80

Day Commences with rainy weather and continued most all day. no mastheads up only about 2 hours. set the main sail foresail & jib. Caught a cask of fresh water for washing stopped raining about 9 Oclock to night. took in sail at 5 O'clock. and caught a few fish to day.

February 1880

Wed. Feb. 25th /80

Day Commences with good weather set sail at daylight and at 10 O'clock gave her the maintopgallant sail and flying jib broke out water and filled the scuttle butt blacksmith got his forge up and repaired the 2nd mates bomb gun as it was foul. there was 3 large schools of porpaise seen to day. one of them came pretty handy but not close enough to strike. we scrubbed deck and took in sail at sundown. very fine weather to night the moon is very near full and very bright.

Thurs. Feb. 26th /80

Day begins with good weather made sail at daylight we changed the halyards end for end on the flying jib and staysail. starboard watch broke out Bread and molasses and finished tarring down the mizzen rigging. Port watch tarring down forward. one of the sows we got in Norfolk Island had 9 pigs to day. at 3 O'clock. she killed 4 and there is 5 alive now. Cooper busey making new stanchions for the booby hatch. and made a new handle and put it in Cooks axe. at 3½ we raised a sail on the weather beam. a long way off. did not make out what she was. also saw plenty of Porpaise this morning, Caught a lot of fish and salted them down which makes 10 barrels that we have caught. Port watch put the scotchmen on the foretopmast backstays and scraped the dead eyes in the fore rigging starboard side. scrubbed deck and took in sail at sundown. it is a little squally to night with rain about 11 O'clock. this month is pretty near a close now and no sign of any whales here. if we dont see something on the full of the moon our season here will not amount to much I guess.

Febuary 1880

Fri Feb. 27th /80

Day Commences with fine weather but a very strong breeze. made sail at daylight we wore ship 3 times to day to find the sail we saw yesterday but we did not see her both watches at work. scraping and riving the dead eyes on the fore main and mizzen rigging. Cooper at work repairing the booby hatch. Black-smith at work and made 2 new sheer poles for the foretopmast backstays saw nothing from masthead the sow that had the pigs yesterday killed 2 more of them to day. so that leaves her 4 out of the 9. Caught a number of fish to day. scrubbed deck at 4 Oclock and took in sail at sundown.

Sat. Feb. 28th /80

Day begins with fine weather. at 5½ Oclock just as we got sail loosed raised what we thought was sperm whales it has been so long since we saw whales that there was great excitement. we called all hands. and got the boats ready. and had the guns loaded. we raised them on the lee beam. made sail and wore ship then kept off. but it turned out to be nothing at all. the 3rd mate raised and thought he saw whales. there is 20$ bounty up so I suppose that had somthing to do with it. the cooper was working on the booby hatch all day but did not finish it. we wet hold and killed a hog. and slushed down the masts to day. raised a white water at 3 Oclock but did not see it only once. scrubbed deck at 4 Oclock and took in sail at sundown. weather squally during the afternoon with a little rain. we caught a number of Albacore and Skipjack in the afternoon. saw a school of blackfish right ahead in the forenoon.

Febuary 1880

Sun Feb. 29th

Day Commences with good weather but a very stiff breeze all day. nothing seen from masthead to day. we caught some fish. this afternoon. took in sail at sundown. the boys passed to day in shaving and cleaning up and airing their shore cloths;

March. 1880

Mon Mar. 1st /80

Day begins with clear weather but a very strong breeze set the foresail mainsail & jib. at daylight at 2 O'clock in the afternoon set the upper topsails. nothing seen from masthead to day. Cooper finished the booby hatch and sandpapered it and gave it one coat of paint. port watch working in the fore rigging. broke out Tobacco. to day. at 6.15. raised French Rock on our lee bow. scrubbed deck at 4 O'clock. and took in sail at sundown weather very clear but blowing half a gale of wind to night

Tues. Mar. 2nd /80

Day commences with good weather but a very strong Breeze made sail at daylight. French Rock 3 points forward the weather beam. at work in the forenoon Breaking out Beef & Pork. & Vinegar. in the after hatch. broke out Charcoal in the fore hatch. and broke out water and filled the scuttle butt. raised a spout at 2 O'clock but it turned out to be Grampus raised Goat Island at 2.30 2 points on the weather bow. and raised a sail 3 points on our Lee bow suppose it is the California if it is good weather we will gam to morrow. Caught a lot of fish to day. scrubbed deck at 4 O'clock & took in sail at sundown.

March 1880

Wed Mar 3rd. /80

Day begins with clear weather, but a very strong breeze. set the foresail mainsail & jib could not carry any more all day. California in sight right ahead this morning, both ships tacking all day between Goat Island, and Curtis Rock but saw nothing at all. we started to make spun yarn this afternoon but it was so rough that we had to knock off at 6 o'clock a large turtle paſsed close to us on the weather side. painted the booby hatch to day. a great quantity of birds and fish around to day. we caught a number of fish. scrubbed deck at 4 o'clock and took in sail at sundown. weather very rough to night.

Thurs. Mar. 4th /80

Day commences with a very stiff breeze. California in sight to windward we made the mainsail foresail and jib at 8 o'clock the California randown close to us and crossed our stern and went up to windward. at 12.30 the Capt hauled up the mainsail and foresail for a gam the California come down and our Capt and his wife went aboard at 1 o'clock but the weather was so rough that they come aboard at sundown. the California has taken no oil since we saw her last she saw whales once but did not get any. we were buisey in the forenoon making spun yarn. did not scrub deck to day. took in sail at sundown. weather rough to night with rain squalls.

Fri Mar 5th /80

Day begins with very rough weather but clear. the California close to on our weather beam. made the foresail mainsail & jib at daylight at 10 o'clock we sighted Sunday Island on our weather bow. this is a very large Island there

March 1880

3 Fri. Mar. 5th /80

n our family living on it we ran down abreast of it there were ship and at sundown was back to Goat Island again. but we did not see anything from masthead it blowed pretty hard in the afternoon. we took in the foresail and jib at 5 o'clock. and at 6 o'clock took in mainsail and mizzen topsail. looks like a gale of wind. we broke out molasses and scrubbed deck to day. California close to on our weather beam.

Sat. Mar. 6th /80

Day commences with very rough weather but fine over head. set nothing but the foresail all day. we started to run off at 7 o'clock and the California done the same Goat Island in sight until 9 o'clock. at 10 o'clock the California luffed up to the wind we thought she saw something and we done the same. and we staid on the wind all day. we raised a sail at 10.30. on our weather bow. do not know who it was. but her and the California were coming together and I guess they had a gam. they were both out of sight at 4 o'clock we had our lower maintopsail down repairing it and sent it up at 3 o'clock. then wet hatch and scrubbed deck pumped ship and took in sail at sundown. the weather is better to night.

Sun. Mar 7th /80

Day Commences with very fine weather but very bad weather for whaling for it has been a dead calm all day we made all sail at daylight. nothing seen from masthead the time was spent in shaving and cleaning up the old Lady sent reading forward to day we took in all sail at sundown.

March. 1880

Mon Mar 8th /80

Day begins with a dead Calm and Continues so all day. we sent down the lower maintopsail to repair, in the morning got through and sent it aloft at 3 Oclock. we had everything set to day. at 12.30 we saw Grampus close to and a few sharks and at 6 Oclock we saw a school of Blackfish on our lee bow. we lowered for them only it was to late. it is bery hot on such a day as this. the sun burns our back at mast head. we scrubbed deck at 4 Oclock. did not take in any sail to night on account of the calm.

Tues. Mar. 9th /80

Day begins with Calm weather. we had all sail set all night. at 3.30 this morning the lookout raised a light right astern. we were running before the wind so we luffed up and she came pretty close to us she was a large Australian steamer. she ran out of sight in 2 hours. we broke out water this forenoon in the afternoon there was a light breeze sprung up. we raised Grampus breaking on our weather beam at 2 Oclock. made a lot of spunyarn and pricked it up. repaired the foretopmast staysail sheet, and stay. broke out some rattling stuff and stretched and tarred it Cooper put 2 new heads in a cask. scrubbed off deck at 4 Oclock. Caught a lot of fish and took in sail at sundown.

Wed. Mar. 10th /80

Day Commences with bery good weather, we made all sail at daylight. we broke out the blubber room and drove the hoops on all the casks, and broke out a cask of Bread we raised French Rock at 9.30. on the lee bow. we kept off and was abeam of it at

March 1880

Wed. Mar. 10th /80

12 O'clock. at 1 O'clock we squared the yards. hauled up the mainsail and kept her. S. S. W. I think we are bound for the Bay. at 3 O'clock it began to blow and rain took in the fore main and mizzen topsails and jibs. furled them and furled the mainsail. at 6 O'clock it blowed heavy took in the foresail and lower fore topsail and furled them. raining heavy at the time and a very heavy sea on. we are on the Port tack hoisted up the starboard boat on the upper cranes. we had to heave to it blowed so hard at 7 O'clock.

Thurs. Mar 11th /80

Day begins with a very heavy gale of wind. ship under single maintopsail at 1 O'clock this morning we had to goosewing it and put on hatch bars. and at 4 O'clock had to furl the lee yard arm. and hoist up the Larboard boats. ship under bare poles. blowing and raining very hard. up to 11 O'clock when it began to moderate a little 2 men at the helm all night and to day. at 12 O'clock we set the maintopsail the chickens and pigs had a very bad time the gale. for we shipped some very heavy seas. I think the wind is going down to night. while it blowed the strongest we saw a school of Grampus come to on our weather beam. also a very large school of Blackfish on our lee bow. at 6 O'clock to night there was a large school of Porpoise came under the bow we got an iron ready and made fast to a large one but the iron drawed and we lost him. the water leaked very during the gale and I hope when it is over that we will see whales for we want them pretty bad now

March 1880

Fri Mar 12th/80

Day begins with better weather the wind has gone down but there is a very heavy sea running and the ship is rolling very heavy. at daylight we set the fore and mizzen topsails. foresail mainsail and jib. and at 9 O'clock gave her the upper topsails and at 10 O'clock the weather was good. we set maintop gallantsail and flying jib at 1 O'clock sent down the upper foretopsail to repair got through and sent it up aloft at 5 O'clock. did not see anything at all to day. did not send off to day. took in sail at sundown. 20$ up for 20 barrels of oil the Capt is pretty fishy now. broke out molasses to day.

Sat Mar 13th/80

Day begins with very fine weather made all sail at daylight squared the yards and run off all day wind very light Course. N. N. W. sent down the lower fore topsail to repair it got through and sent it aloft at 12 O'clock in the afternoon slushed the masts jib and flying jib stays. wet hold. broke out beef & pork & sugar. raised French Rock at 3.30 right ahead. killed a large hog to day one we have had for a long time she has had 2 litters of pigs since we have had her she will weigh 150. scrubbed deck at 4 O'clock and took in sail at sundown. French Rock 3 points on the weather bow weather very fine.

Sun Mar 14th/80

Day commences with very fine weather we luffed to the wind at 12 O'clock last night at 5.30 we kept off again N. N. W. at 6 O'clock made all sail French Rock off the port quarter at 10 O'clock.

(3) March. 1880

Sun. Mar 14th/80

we raised Curtis Rock. 3 points on port bow and at 11 O'clock saw Goat Island. no sign of whales at all around here. we raised a sail at 6 O'clock, 2 points on starboard bow. do not know who it is we caught a lot of Albacore to day and had fresh Pork. fore and aft. steward at work making sausage meat. we took in sail and luffed to the wind at sundown on the port tack. we had fine weather all day.

Mon Mar 15th/80

Day Commences with very fine weather we made all sail at daylight the sail we saw last night was 3 points forward the lee beam we ran down to her at 8 O'clock and a boat Come aboard of us from her. she proved to be the California Capt Brightman and his wife come aboard and stopped until 10 O'clock to night. she took 3 whales since we saw her last they made 60 barrels. she brought news from the Alaska and Triton the Alaska sailed from Chatam Island on the 15th of Feb for home with 3250 all told. and the Triton has 1900. so that we are in the shade this season. we done nothing to day. or saw nothing took in sail at sundown.

Tues. Mar 16th/80

Day begins with very fine weather. made all sail at daylight California on our weather quarter saw nothing to day. both ships keeping along together Goat Island and Curtis rock in sight all day. saw Sunday Island at 10 O'clock. scrubbed deck and took in sail at sundown. Caught some fish to day.

March 1880

Wed Mar. 17th 1880. {St Patricks Day

Day begins with good weather made all sail at sun rise Goat Island on our weather bow. the California to leeward cruising with us all day. but we saw nothing at all. took down maintopgallant lifts and overhauled them. broke out water from between decks and filled the scuttle butt. scrubbed deck at 4 O'clock and took in sail at sundown. California about 5 miles off on our lee beam. Goat Island 10 miles off on our weather bow. at sundown. we made up the difference in time between here and home and there is a difference of 16 hours 45 min. we are ahead

Thurs. Mar 18th /80

Day begins with very fine weather made all sail at daylight California astern. raised another sail on our weather beam suppose it is the Triton. I expect we will have a gam to morrow. close to Goat Island all day Cooper at work repairing Casks all day we sent down the spanker Guyes and repaired them to day. raised Grampus this afternoon close to. scrubbed deck at 4 O'clock and took in sail at sundown. California astern. the other ship 3 points on our weather bow. there is still plenty of fish around the ship we caught a number today

Fri. Mar 19th /80

Day Commences with calm weather. both ships in sight we would have had a gam but the ships could not come together. Goat Island in sight all day. both watches were buisy getting yarns out to make spun yarn plenty of sharks around the ship to day a dead calm to night took in sail at sundown.

March 1880

Sat Mar. 20th /80

Day commences with a dead calm and continued until about 10 O'clock. the both ships and Goat Island in sight. we set the upper topsail, and dropped the mainsail at 10 O'clock. it has been raining light all day. but after 4 O'clock it began to rain pretty heavy. squared the yards at 11 O'clock Course S by W. we wet hold to day. and broke out molasses ships and land went out of sight at 4 O'clock. we scrubbed deck and took in sail at sundown. we put on a new wheel rope to day. nothing in the way of whales seen to day we caught a number of fish this afternoon.

Sun. Mar. 21st /80

Day commences wet weather it rained about all night last night and cleared off at 7 O'clock this morning we made all sail and had a fine day but saw nothing from masthead we raised Curtis Rock at 6 O'clock to night. we wore ship and took in sail caught a cask of rainwater last night. the weather looks bad to night.

Mon. Mar. 22nd /80

Day begins with very fine weather Goat Island and Curtis Rocks in sight. made all sail at daylight and squared the yards. ran before it until 11 O'clock when we luffed up to the wind saw nothing at all to day. we broke out Bread Coffee and Rice to day. both watches at work getting out yarns and knotting them to make spunyarn. expected to see the other ships to day but did not. took in the light sails to night 20 lb up for head and tail. good weather to night

Tues Mar 23rd /80

Day Commences with squally weather at 1 O'clock this morning we took in mizentopsail and spanker and furled them and hauled up the foresail and at 4 o'clock we took in maintopsail and furled it at daylight it cleared off and we made all sail Goat Island and Curtis Rock in sight all day we did not see anything from masthead to day but a watches at work getting out yarns and putting them down to make spunyarn we took down the port fore brace and cleaned the blocks and changed the brace end for end. the old lady caught a lot of fish to day. scrubbed deck at 4 o'clock and took in sail at sundown. 20th for head and tail.

Wed Mar 24th /80

Day begins with a very stiff breeze and continues all day carried lower topsails foresail & jib. raised a sail at daylight on our lee beam. raised a school of Blackfish close to the ship on our weather beam. Goat Island and Curtis Rock in sight Cooper at work putting new hoops on the line tubs we took down our starboard fore brace blocks and overhauled them and changed the brace end for end. at 12 o'clock we kept off for the other ships and furled our mainsail. at 3.30 a boat Come aboard of us and brought a mail for us from Norfolk Island. it proved to be the Cantons of N. Bedford Capt. Thurman she reported taken 50 barrels since we saw her last. and also having lost a Boatsteerer he struck the whale and got foul in the line and went overboard and was never seen again they lost all the line but saw the whale once after.

March 1880

Wed Mar. 24th /80

she reported having gamed the Triton yesterday Capt Sherman did not Come aboard it was so rough. we scrubbed deck at 4 O clock. we did not take in sail to night being close to land. we furled the jib at 9 O clock.

Thurs. Mar. 25th /80

Day begins with very fine weather made all sail at daylight. the Canton in sight from masthead at 7.30 raised another sail on our lee beam. we broke out molaſses in the forenoon. after dinner we hauled up our mainsail for a gam. the California came down and set her Colors. our Capt and wife went aboard of her and then she ran down to the Canton and Capt Sherman went aboard. we had a general gam. 2 Skippers were aboard of the California the 3 mates aboard of us and 3 2nd mates aboard the Canton. it died away a dead Calm and the gam lasted until 11 O clock. the California has seen nothing since we saw her last. we took in all sail at sundown. Goat Island and Turtle Rock in sight. it began to rain light at 8 O clock. but no wind.

Fri Mar. 26th /80

Day begins with rainy weather and a dead calm about 6 O clock it stopped raining but continued a dead calm all day. both ships in sight close to us made sail but the other ships did not make any. we broke out a cask of Beef and a Cask of Pork in the forenoon and put it into barrels. we also broke out Vinegar. some of the hands were growling about not getting meat enough so the Capt weighed all the meat yesterday.

Fri. Mar. 26th/80

and gave the cook orders to cook 25 pounds of Beef and 25 pounds of Pork every day so I think everyone will get enough now. at 11 Oclock we set the Colors at the mizzen Peak for the California to come aboard. we started to break out water in the afternoon but at 1.30 a boat started to come aboard of us from the California so we knocked off. we put about 4 barrels in the berth. Capt Brightman and wife came aboard at 2 Oclock and our mate went over there they stopped until 10 Oclock. we did not scrub off to day. we took in sail at sundown. we did not put the topsails until the game was over. did not see anything from masthead. it began to breeze up a little at 11 Oclock to night.

Sat Mar. 27th

Day begins with a light breeze. California in sight also Goat Island & Curtis rock. made sail at daylight broke out water and filled the berth in the forenoon wet holds and slushed down the masts. jib & flying jib stays. in the afternoon saw a school of Porpoise on our weather quarter Goat Island and Curtis rock in sight until 6 Oclock to night. had a fine day with a light breeze. scrubbed deck and took in sail at sun down. California right astern. Canton not in sight to day. plenty of fish round yet and we caught a number of them to day. we had two fiddlers aboard last night from the California and we had some good dancing on deck in the way of jigs and irish Break downs.

March 1880

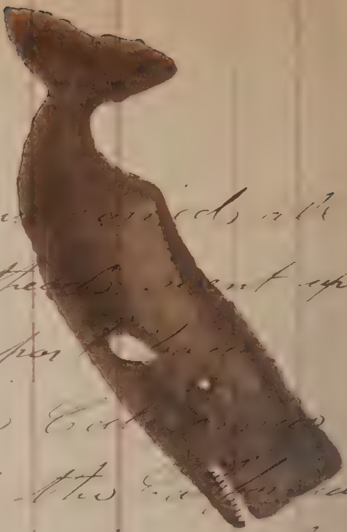
Sun. Mar. 28th, 80

Day commences with a very light Breeze. we made all sail at daylight. California close to on our lee quarter. we raised a sail at 10 O clock 4 points on our lee bow but a long way off. at 10.30 the California kept off before the wind and hoisted her colours at the maintopgallant head. a signal that there was whales in sight. but there was not she saw the colours up on the other ship and that she was whaling we kept off and called all hands at 20. to 11. got our boats all ready but did not see anything. it was a Calm then. at 2.30 the California lowered 3 boats and started pulling to windward we did not see anything untill 3 O clock when we raised whales 4 points on the weather bow. 4 miles off called all hands and lowered 4 boats and pulled 3 miles to windward when the ship set a signal for us to come to leeward. one large whale came up close to the ship but our boats were all away the Capt of the California lowered for him but there being no wind she did not get near him. he then came aboard of us. the boats then went back again 3 of them got pretty close to a large whale at sundown but after that we did not see any more of them we got aboard and got supper at 8 O clock. it is a dead calm to night so that I think our chance of seeing them tomorrow is small. if we had 1 hour more daylight I think both ships would have got a good cut. we could not tell wether the other ship got a whale or not we think it was the Triton. did not take in any sail to night.

135

March 1880

Mon Mar 29th



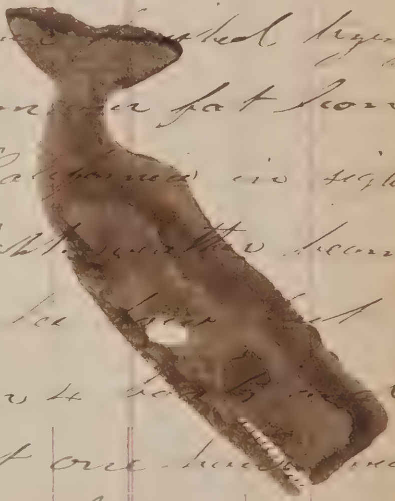
Day Commences with a dead calm no wind, all
sail last night. at daylight when mastheads went up
the 3rd mate raised a whale on the port beam
about 2 miles off. right ahead of the California
we down 4 boats and pulled up and the California
lowered 3 boats. we were down about 2 hours when
our 2nd mate struck. and he was turned up in
20 minuits the both ships mated them. after we
turned him up the California set her signal for
whales to leeward all the boats started after them
and our 2nd mate towed the whale to the ship
got him alongside at 12.30 when his boat crew
and the shipkeepers cut him in all but the
head. it was a dead calm and very hot so we
had to pull for them but did not see them
from the boat until 2 Oclock when a breeze
sprung up. the boats got on them 6 or 8 times
but did not get a chance to strike chased them
until dark when we hove up we got aboard
at 7.30 took in sail spliced the main brace
and got Breakfast dinner and supper together
the whale is small. about 35 barrels I think
of which the California claims half. we raised
a ship out of the boats about 4 Oclock do
not know who it is. there was a very large
schaal of whales but they were all small ones.
the Port watch has first watch below.
our 3rd mate raised the Whale at daybreak right under
the Californias bow. but they did not see him until our
boats was in the water some time. he got the bounty $10.

March. 1880

Tues. Mar. 30th

Day Commences with fine weather at 2.30 this morning the California was very near into our ship. I do not think that anyone aboard of her was on the lookout. we were laying to with our fore mast aback. we had to brace around and she kept off before the wind. at 5.30 we called all hands. and hoisted in the head bailed the case and cut up the junk. and then sent the watch below. at 9 o'clock. started the works and began to try out at 11 O'clock. California in sight up to windward all day. we scrubbed deck at 4 o'clock watch, went below at 5.30. weather fine.

Wed. Mar. 31st /80



Day Commences with good weather we finished laying out the blubber at 6 O'clock. and put on [illegible] fat horse and sawed the jaw and put it on California in sight on the ~~weather~~ Lee bow. Goat Island in sight on the weather beam at 7.30. 2nd mate raised whales on the lee [illegible] going to windward. we lowered down 4 boats [illegible] set the colors for the California about one hour [illegible] 3rd mate struck a single whale and he run us in to the school. we took the 2nd mate in tow to try and set him to fasten to another but did not succeed. we killed our whale and all the boats helped to tow. we got him alongside at 12 o'clock. got dinner and had him cut in at 4 O'clock. he will make about 25 barrels. we baled the case. got ready to start the work at supper time after supper the front watch went below. it was a fine day but a little rough. we broke out tobacco this afternoon.

Thurs. April 1st 1880

Day Commences with fine weather hands at work trying out. we finished at 12 O'clock and put on our [illegible] the California in sight to windward also. Goat Island and Curtis rock in sight. we did not see anything to day. we cooled down at 1 O'clock. stowed down all our try gear and scraps and scrubbed off deck at 4 O'clock. there was a very strong breeze this afternoon we took in the foresail mainsail and jib at sundown. the whales have struck in here now and we expect to see them every day now.

Fri Apr. 2nd /80

Day Commences with fine weather we bailed off the last lean oil and cleaned out the pots. and the works. set the main topsail, at 7 O'clock. the California, Goat Island and Curtis Rock in sight. at 10 O'clock. the California kept off before the wind and we done the same. at 11 O'clock. we raised a breach on the port beam and luffed to the wind did not see anything more until 12.15 when we saw a breach 3 times and a spout 2 points on the lee bow. kept for it but did not see it again. the starboard watch broke out water and filled the butt. and hoisted more water and put it on deck. to make room for our oil that we expect to stow down to morrow. we ran off again at 4.30 and run until sundown when we luffed up and took in sail. the California is on our lee beam

Sat. Apr. 3rd /80

Day Commences with very fine weather and Continued all day. we made the foresail and jib at 6 O'clock did not make any more sail on account of stowing down our oil. we broke out & stowed the

April. 1880

Sat. Apr. 3rd /80

morning and then commenced to stow down all hands on deck. we had to break out fresh water and put it between decks and kept 2 casks on deck. we stowed down in the mizzen hatch, starboard side: we stowed 48 barrells. and kept 16 barrels on deck for the California that being her share of the first whale we took on account of her being mated with us. we got through at 5.30 and scrubbed decks. then wore ship and took in sail. all hands to supper. we did not see anything from masthead to day. the California is on our lee bow to night close to. I expect we will gam to morrow.

Sun. Apr. 4th /80

Day commences with nice weather made all sail this morning raised the California at 7 O'clock we wore ship at 11 O'clock. and both ships run along all day. California is leeward. There was a very strong breeze in the afternoon so that we could not gam. we did not see anything to day. nothing doing on deck. about 5 O'clock we took in maintopgallant sail & flying jib and at sundown took in all sail.

Mon Apr. 5th /80

Day commences with squally weather with light rains at daylight it began to breeze up strong the port watch scrubbed aft deck. Goat Island & [illegible] Rock in sight all day. California close to. broke out bread to day. at 12 o'clock we hauled up our mainsail backed the main yard and set the colors at the mizzen peak for a gam the California come down and Capt. Brightman &

April 1880

Mon. Apr. 5th/80

his wife came aboard and stopped until 9 o'clock she took her oil to day. it was in two Casks 1 seven barrel and 1 nine barrel cask. our starboard boat towed one and her boat towed the other the becket come off one of them and we had to lower away our waist boat and help to get it alongside. for it was pretty rough. we saw nothing to day but caught a lot of Albacore. took in sail at sundown. I think we are going to have bad weather.

Tues. Apr. 6th/80

Commences with good weather California in sight but no wind. we set the foresail and squared the yards and run before the wind. the California done the same. at 9 o'clock she luffed to the wind and we done the same we thought she saw something she kept off again in half an hour. we did not see anything to day. we set up the backstays at the fore & main both sides. scrubbed off deck at 4 o'clock. took in the foresail and hauled to the wind on the Port tack. pretty stiff breeze.

Wed. Apr. 7th/80

Comes in again with good weather we made all sail at daylight California in sight off the weather quarter. wet hold the first thing in the morning and broke out main after. starboard watch working in the rigging in the forenoon. in the afternoon larboard watch set up the royal head stay and shifted the shan lines in the fore rigging. shifted the tar out of the tar cask and put coal tar in it. rattled down the fore main rigging around. Cooper at work putting more

April. 1880

Wed. Apr. 7th /80

heads in an oil cask the 1st mate got a hold of Frank one of the sailors and choked him pretty hard without any just cause. scrubbed deck at 4 o clock and took in sail at sundown California on our lee beam. Course yesterday and to day. S. & E. a large school of Blackfish close to: at 3.30 port beam

Thurs. Apr. 8th /80

Day commences with fine weather. California close to on our lee beam both ships made all sail and stood along on the wind with a light breeze all day. we broke out Beef & Pork this forenoon. and set up the foretopgallantmast and royalmast. Cooper at work repairing casks. starboard watch working in the rigging in the afternoon. saw nothing to day. Caught a number of fish to day. scrubbed all deck at 4 O clock and took in sail at sundown.

Fri Apr. 9th /80

Day commences with very fine weather and continues all day the California close to on our lee beam both ships made all sail at daylight we filled the water butt with 3 casks of water that we had on deck then we filled the casks again with salt water and put them aft so as to trim her down by the stern. we took the ceiling out of the starboard boat and painted her inside. at 12.30 the California wore ship and at 2 O clock we wore ship. saw some Grampus to day. both watches working in the rigging and making spunyarn we scrubbed deck and took in sail at sundown.

April. 1880

Sat. Apr. 10th

Day Commences with fine weather California in sight made all sail at daylight. Cooper fixing spade poles and blacksmith at work fixing some spades, watch on deck making and picking up spunyarn and slushed down the masts. jib & flying jib stays. we tacked ship at 9.30. in the afternoon wet hold. and killed two hogs. and broke out tobacco. gave her a sand scrub. at 4 o'clock. and took in sail at sundown. saw nothing from masthead to day. the California on our lee quarter. weather very fine. plenty of Albacore and flying fish in the water.

Sun. Apr. 11th /80

Day Commences with fine weather California in sight close to. there was a very strong breeze all day we set the foresail mainsail & jibs in the morning and at 9 o'clock set the upper topsails. in the afternoon it began to blow and we took in upper topsails at 4.30. California hauled to windward of us under her topsails and courses. at sundown we took in sail at 10 o'clock took in mizzen topsails and it then began to rain. we took in lower foretopsail at 11.30 did not see anything to day. had fresh pork fine and fat.

Mon. Apr. 12th 80

Day begins with rain but not much wind. at 9 o'clock it cleared off. and we made all sail had a fine day all day. stowed away a barrel of slush. starboard watch working in the rigging saw nothing to day. scrubbed deck at 4 o'clock and took in sail at sundown. weather very fine.

April 1880

Tues. Apr. 13th

Day Commences with very threatening looking weather we made all sail at daylight but there was no wind at 20 min to 7 we raised a whale on our lee quarter 2½ miles off. we called all hands and got the boats ready. and then got breakfast. we did not see the whale until near 9 O clock we saw him 1½ points on the lee bow lowered away all boats but did not see him again from the boats but they saw him from the ship we were about 2 hours down when a very heavy thunder storm Came up and we pulled for the ship it was all over just as we came alongside and they saw the whale right ahead of the ship and the Capt sent the boats right after him again it kept raining all the time that was about 11.30. we went about 3 or 4 miles from the ship but did not see him until about 2 O clock when the 2nd mate got on him and struck but the harpoon did not go in on acct. of slack blubber. he went to windward like a locomotive and the boats Came aboard at 3 O clock. everyone felt downhearted for we have done nothing this season. and he was a very large whale. over 100 bbls. all hands got dinner and changed clothing. we took in all sail at sundown. I hope we will see them tomorrow about 9 P.M. it began to breeze up strong and Continued increasing until 12 O clock when it was blowing a pretty decent gale. with heavy squalls of rain. Capt on deck most of the night we would have hard work to save our whale if we got him

April. 1880.

Wed Apr. 14th '80

Day begins blowing a gale of wind at 12.30 we started to wear ship and a squall struck us we clewed up lower foretopsail and mizzen topsail and furled them. no sail set but lower maintopsail. took the lines out of the boats. there is a very heavy sea running. it has blowed all day steady and continues to blow to night. it was good luck for us that we did not get a whale yesterday for we would have had a hard nights work. and could not save him. we set our storm staysail to night

Thurs. Apr. 15th /80

Day begins with better weather we set our foresail lower foretopsail and mizzen topsail at daylight and at 10 O'clock set the mainsail & jib. at 11 O'clock the 4th mate raised whales on the weather beam. they were Coming to leeward. called all hands and lowered away the 4 boats it was very rough and a heavy sea running. all sails reefed. the 2nd mate got too close to where the whales went down and they saw the boat. for they turned and went to windward. saw them from the ship over 5 miles off. called all boats aboard at 3 O'clock. they were all large whales. ship set upper topsails maintopgallantsail and flying jib to beat to windward but did not see them again we then broke out Bread. Flour. & Molasses. and all hands got dinner. weather is fine to night we scrubbed off deck at 4 O'clock and took in sail at sundown. we expect to see them to morrow again and I hope we will get a cut.

April 1880

Fri. Apr. 16th. "

Day Commences with very fine weather we made all sail at daylight. the port watch were breaking out between decks to see how many casks of bread there was aboard. when at 20 min to 9. the 2nd mate raised whales on our weather bow. 3 miles off. Called all hands and got the boats ready. but the whales were going to windward we tacked ship 2 or 3 times and at 12.30 they were 2 points on our weather bow. we Called all hands again at 1.30 and at 2 o'clock lowered away all boats and pulled to windward 3 miles. and saw the whales one of them Come up close to the 4th mates boat. but he was on his eye and could not go to him. the whale must have heard him for he went down and Come up a mile to windward of the boats. we down sails and pulled but did not gain on them Come aboard at sundown. took in all sails and all hands had supper. we saw a large merchant ship on our weather bow. at 11 o'clock. took in all sail when we Come aboard. I expect to see them again tomorrow when I hope we will have better luck and get one.

Sat. Apr. 17th. '80

Day Commences with fine weather made all sail at daylight. we sent down the mizzen topgallant sail and repaired it sent it aloft again at 11 o'clock. in the afternoon broke out water between decks and filled the scuttle butt and water butts. at 4 o'clock had a very heavy rain squall which wet down everything it lasted about 20 min. we then scuttle

April. 1880

Sat. Apr. 17th. 80

deck and pined all sail. saw nothing to day. but Porpoise. caught a number of fish. and killed 4 chicks the 2nd mate got a box of Tobacco. a bounty that we ut for raising whales yesterday. the weather is fine tonight we saw these whales in about Lat: 33.24 Long. 179.30 W.

Sun. Apr. 18th.

Day commences with very fine weather made all sail at daylight running free course N. nothing seen to day. we had some light rain squalls in the afternoon but they did not amount to much. our Cook is off duty since the 13th with rheumatism in his knee one of the foward hands is acting Cook. took in sail at sundown. sun rises at 6.5 and sets 6.10

Mon. Apr. 19th

Day Commences with good weather and a stiff breeze made sail at daylight. French Rock on our lee beam after breakfast sent down the upper fore topsail and repaired it sent it aloft at 10 O'clock. and sent down the lower foretopsail to repair got through and bent it at 4 O'clock. scrubbed deck and took in sail at sun down. saw Bumpers from masthead to day.

Tues. Apr. 20th. 80

Day Commences with very fine weather and Continues so all day made all sail at daylight. after breakfast we sent down the mainsail and repaired it sent it aloft again at 10 O'clock. we hauled in the span lines fore & aft in the fore rigging in the afternoon starboard watch were working in the rigging aft. nothing seen from masthead to day scrubbed deck and took in sail at sundown.

April 1880

Wed. Apr. 21st /80

Day commences with cool weather and a stiff breeze made all sail at daylight. starboard watch working in the main rigging and overhauling footropes. port watch broke out between decks on the port side and stowed it all over again. saw nothing from masthead to day 10# and a box of tobacco up for a whale. scrubbed deck at 4 o'clock and took in sail at sundown our Cook is not getting much better. the capt put two blisters on his knee yesterday and to day.

Thurs. Apr. 22nd /80

Day begins with clear weather and a very stiff breeze. set foresail mainsail & jib. after breakfast sent down maintopgallantsail to repair and got through sent it aloft at 3.30. saw nothing from masthead to day at 4.30 a heavy squall struck us we took in mainsail and jib and furled them in the rain took in foresail and mizzen topsail at sundown did not relieve mastheads after supper to night. it looks like bad weather to night.

Fri Apr. 23rd /80

Day Commences with very rough weather it blew half a gale of wind. with heavy rain squalls. we did not make any sail. about 1 o'clock in the afternoon we set the foresail. it began to be better weather after dinner but there is a very heavy sea running. we sent in the jib to repair at 9 o'clock and sent it out again at 3.30 we scrubbed deck at 4 o'clock. and took in the foresail at sundown. we did not see anything from mast-head to day. the winter is setting in here now.

3 April 1880

Sat Apr. 24th /80

Day Commences with good weather but a pretty rough sea running we made sail at daylight. after breakfast we broke out a cask of Beef and 3 bbls of Pork. and broke out water and filled the water butt. we emptied 3 Casks of salt water we had on the quarter deck and stowed the casks below. broke out paint oil also. after dinner cut hold. at at 4 Oclock scrubbed decks and took in sail at sundown. French Rock was on our weather beam at noon but not in sight we did not see anything from masthead to day.

Sun. Apr. 25th

Day Commences with fine weather made all sail at daylight. we raised a sail at daylight on our weather bow. and at 8 Oclock we hauled up our mainsail to a gam and she came down. she proved to be the James Arnold. Capt Wilson 10 days out from the Bay he came aboard at 11 Oclock and stopped until 10 Oclock to night. he saw the California 3 days ago and reports her having taken 80 bbls since we saw her. we did not see anything to day. Capt Wilson brought a bag of potatoes over to us. the weather is fine to to night. took in all sail at sundown. we also got a bag of Corn for the chickens and an old bbl.

3 Mon. Apr. 26th /80

Day Commences with good weather made all sail at daylight. James Arnold close to us. both ships on the wind all day. but she can sail all around us. we ripped up a new stay= sail to day for patching. made 2 new pennants for breaking out. one hold pennant 7 fathom.

Mon Apr. 26th/80

and one fish tackel pennont 9 Fathom. put an eye splice in them and served them. Caught a lot of Albacore to day. but did not see anything from Masthead. the old Lady put up a box of Tobacco for a whale yesterday. bath ships took in all sail at sundown. at 8 O clock we had a heavy rain squall and it brought plenty of wind we had to take in the lower maintopsail and muzzen topsail at 9.30. and it blowed pretty heavy.

Tues. Apr. 27th/80

Day begins with bad weather it was blowing very hard until 8 O clock this morning when it let up some and we set the fore and muzzen topsail did not make any more sail all day. the starboard watch scraped and oiled the main and muzzen topsail sheets. the port watch made a lot of rovings for the sails. we scrubbed deck at 4. O clock. and at 6 O clock took in the fore and muzzen topsails again it does not blow very hard to night but the weather looks bad and rainy. the James Arnold is on our weather quarter under the same sail as we are.

Wed. Apr. 28th/80

Day commences with good weather but a pretty stiff breeze. set the foresail mainsail & jib at daylight and at 10 O clock set the upper topsails. James Arnold in sight under the same sail as we are. we sent down the lower maintopsail at 8 O clock to repair and got through and sent it aloft at 2 O clock. we then broke out Bread and molasses. and the starboard

April 1880

Wed. Apr. 28th. /80

watch scrubbed off the house and skylight aft with sand and canvas. James Arnold wore ship at 12 O'clock and went out of sight. we scrubbed deck at 4 O'clock and took in sail at sundown. nothing seen from masthead to day. weather fine to night.

Thurs. Apr. 29th. /80

Day Commences with fine weather made sail at daylight. at 8 O'clock raised a sail 1½ points on our weather bow. she was in sight all day. but we not know who it is. we were busiey all day scrubbing ship inside to get ready to paint to morrow if it is fine. we scrubbed off at 4 O'clock and took in sail at sundown. weather is fine to night.

Fri Apr. 30th. /80

Day Commences with good weather. made sail at daylight. at 8 O'clock raised a sail on our weather bow. but she was out of sight at 12 O'clock. all hands at work painting ship inside to day. we painted everything. did not get quite through to night we took in sail at dark to night.

May. 1880

Sat. May. 1st. /80

Day Commenced with fine weather. made all sail at daylight. kept ship N by W. on the way. we took out water and filled the scuttle butt. at 2 O'clock squared the yards. hauled up the mainsail, and down the jibs. the mate repaired the foretopgallant sail on the yard. also we painted the buckets today and the spade box. scrubbed off deck at 4 O'clock

May 1880

Sat. May 1st. 80

and took in the Courses. topgallantsails and jibs and running under topsails with a very light breeze since yesterday there has a kind of disease broke out among the men fore & aft. it is a kind of a heavy cold. I call it the {Epizootic} there is 5 men off duty. I have not had it yet. our cook is getting better but very slow. I hope that we will have good luck with Potter this time. there was 25$ and a box of Tobacco up to day for a whale and the boys are straining their eyes the bounty is worth 47$

Sun. May. 2nd. /80

Day Commenced with squally weather it rained very heavy until 3 o'clock a.m. but not much breeze. at daylight we made all sail the yards square. Course S. W. at 10 o'clock the wind hauled a little and we braced the yards a couple of points and set the mainsail. we set the both jibs in the forenoon but they would not draw and we hauled them down there was a very stiff breeze all the afternoon we are making about 7 knots. at sundown we took in all sail except lower topsails but are still running. the weather looks very squally.

Mon. May. 3rd /80

Day begins with fine weather at 1 o'clock A. M. we set the foresail and upper maintopsail had a nice breeze and moonlight. and at 5 o'clock set every thing. at 6 o'clock we raised a sail on our starboard quarter after breakfast we scraped the stanchions on the monkey rail. scraped the main and mizzen masts. spanker gaff and main spencer gaff and

May 1880

Mon. May 3rd/80

rushed them down. scraped the wheel and tiller. we raised land at 10.15 2 points on our lee bow the breeze was very light. in the afternoon we oiled the stanchions and lash rail. wheel. and fife rail. also scraped down the foremast. put up our fancy bunt gaskets on all the yards. washed out all our paint brushes. and painted our fresh water buckets Called all hands at 3 O'clock and hauled up 60 fathom on cable and 30 on our starboard Cable. got our fish tackel up and got both anchors off the bow. raised a spout at masthead at 2 O'clock but it turned out to be a fin back. there is a schooner in sight at 5 O'clock. at dark we were just abreast off cape Bien we ran along thinking we were going right in but the Capt would not risk it so we braced up on the starboard tack and stood off shore until 12 O'clock and we had the regular watches below. we took in the flying jib and foretopgallantsail at 10.30 weather good

Tues. May 4th/80

Day Commences with good weather Capt on deck all night. at 12 O'clock we tacked ship and stood in shore got pretty handy to land at 3 O'clock then we wore ship and laid with the main yard aback until 4.30 when we had good moonlight squared the yards and stood up the passage with a very light breeze. loosed the flying jib and ~~main~~ fore topgallantsail scrubbed deck at 7.30. we came to anchor at 9.30. A.m. we got our mail and done nothing until after dinner. the boat went after the Capt & wife. and brought off fresh meat

Tues May 4th 80

and potatoes I was very much dissapointed in not recieving more than 3 letters I do not know what the matter can be. after dinner we scrubbed the ship outside and took in our cutting stage. for we expect to have a ship alongside to take some of our oil home for us. we took a boat ashore and rolled her over to clean her out and we had a good swim. we hauled 15 more fathoms on our port cable that makes 75 fathom up now. the ship is anchored with 45. " " " the boat went ashore to night with them that wanted to go.

Wed. May. 5th. 80

Day commenced with rainy and squally weather we had to work between times all day. at 6.30 all hands called and we had breakfast at 7. O'clock. we have fresh grub 3 times a day the boat went ashore at 8 O'clock and the Capt came aboard did not stop long we towed 2 rafts of casks ashore to fill with water 11 Casks in each raft. we got 15 bush of potatoes to day. we then put tackels up over the three hatches ready to break out. we brake out a set of shooks and the Cooper was at work setting them up. at 11.30. the steamer {Wanaka} came in from Auckland and she brought an american mail. I got 1 letter just one month from home to day. we gave the ship 15 fathom more cable to day. she has 60 fathom now. we knocked off work at 5 o clock and got supper. the boat went ashore at 6. with all that wanted to go. we got some very late American papers by this mail and the news is very encouraging;

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May 1880

Thurs May 6th [illegible]

Day commenced with good weather all hands called at 6.30 breakfast at 7. Cooper went to work on the new casks finished some of them and sent them ashore to be filled. a gang ashore filling water all day. the water runs slow they filled 6 casks to day. another gang painting on the port side of the ship outside we had to knock off on acct of squally weather. another gang working with the 2nd mate setting up the mizzen topmast rigging. also unshackled the spanker gaff and put parceling under the head band. Capt come aboard at 8 o'clock but did not stay long. at 5 o'clock P.M. a quarter of Beef come off. we knocked off at 5 o'clock and swept up deck and got supper. no boat went ashore to night on account of rain. we broke out slops to day and shore shoes for them that wanted them

(3) Fri May 7th 180

Day begins with good weather. called all hands at 6.15. went to work painting on the port side worked all day but did not finish. we also painted up to the channels on the starboard side. one gang ashore filling water all day. another gang working in the main rigging with 2nd mate. we broke out anoth set of shooks to day and started to set them up. Cooper flagging the casks we set up yesterday. broke out molasses and vinegar to day. Capt come aboard at 8 o'clock stopped about 1 hour. we also had visitors from shore to day. this has been a very fine day all day for this place. we had no squalls.

May. 1880 in N.Z

Sat. May. 8th. 80

Day. Commenced with very fine weather. all hands Called at 6.15. and got breakfast. we then went to work. Cooper setting up shooks and flagging all day. 2 gangs painting on both sides of the ship but did not finish we broke out 21 barrels of R. W. oil and towed it ashore where it was sold. Capt Come aboard but did not stop long: we got 1 bag of hard bread and 1 barrel of Beef. that Come from Auckland as samples. the bread is splendid but the beef we did not open. one gang ashore filling water all day. we broke out water in the main hatch and filled the scuttle butt. brought aboard a tub of earth for the chickens and they enjoyed it very much. we knocked off work at 3 O'clock and cleaned up ship. there is plenty of steamers Come in here every day on their way to the coal mines. it makes the harbor quite lively the boat went ashore with all that wanted to go. at 6 O'clock.

Sun. May. 9th. 80

Day. Commenced with fine weather and Continued so all day. all hands called at 7 O'clock and got breakfast. at 8 O'clock we set all our bunting and the Capt Come aboard and gave the starboard watch liberty. each one got 1.25 liberty money: we had quite a number of visitors from shore to day. the boat went ashore at sundown to bring the liberty men off: all come off straight. the boat went ashore at 9 O'clock to bring off the mate.

May 1880. in Port

Mon May. 10th/80

Day commenced with fine weather but a very stiff breeze blowing from the shore. all hands called at 6.30. and breakfast at 7. the water gang went ashore to fill water. and the Cooper went to work on the shooks. 2 gangs went at the painting. we painted until 12 O'clock when it began to get squally with light rain and we had to knock off. we are pretty near through with our painting now. there is about 300 barrels of water filled ashore. Capt Come aboard at 8 O'clock. but did not stop long. it is raining to night but the boat went ashore all the same. it looks like bad weather now. there is one of the boatsteerers laid up sick since yesterday. our Cook is getting better but very slow.

Tues. May. 11th/80

Day commences with good weather all hands. called at 6.30. breakfast at 7. the water gang went ashore to fill water. Cooper went to work on the new Casks. the Capt Came aboard at 8 O'clock. did not stop long. we loosed all sail to dry it. but it began to blow pretty strong and we had to furl it all at 11 O'clock. after dinner we broke out water from between decks and filled the scuttle butt. we also finished our painting to day. we have got all painted now except our masts we will paint them when the weather gets good. we Cooked some of our new meat to day and it is like Salt Beef. the boat went ashore to night and I went for there was a wedding ashore and it was a grand affair. we come aboard at 3 O'clock.

May 1880 in Port

Wed. May. 12th /80

Day Commenced with good weather all hands called at 6:30 breakfast at 7. the water gang went ashore to fill water. they got all through to day and come aboard at 11 O'clock. we painted the foremast to day. Capt came aboard at 8.30 but did not stop long. we got a large bag of flour to day. 200 pounds for a sample to try it. we broke out 400 gal. of whale oil to send ashore to morrow. where it was sold. Cooper got through setting up casks to day. we knocked off work early to day. having nothing to do. the boat went ashore to night at. 6 O'clock. we dropped our starboard anchor at 1 O'clock to day as we thought the ship was drifting towards the beach

Thurs. May. 13th /80

Day Commenced with good weather Called all hands at 6:30 and breakfast at. 7. we scrubbed off deck and then hove up the starboard anchor and catted it. we broke out 34 barrels of R.W. oil to take ashore. in the afternoon we put becket in it and filled it up and towed it ashore along with the 30 barrels we broke out yesterday there was a very heavy squall while we were putting it on the beach we all got wet through the Capt spliced the main brace twice. our Cook went on duty to day. we painted some on the main mast but the weather got squally and we had to knock off. Capt was aboard this morning but did not stop long. the boat went ashore at 6 O'clock. weather fine.

May. 1880

[illegible]

Fri: May. 14th/80

Day commences with good weather all hands called at 6.30 breakfast at 7 Capt come aboard at 8 O'clock. and the Port watch went ashore on liberty and come aboard at sundown. we painted the main and mizzen masts to day. 3 or 4 of the men got in the calaboose but they come out in the morning. there is nothing at all to do now aboard the ship as we are waiting for the Calif-ornia to come in to take our oil.

Sat. May. 15th/80

Day begins with good weather all hands called at 6.30 breakfast at 7. we scrubbed off deck this morning. the Capt come aboard at 8 O'clock and the starboard watch went ashore on liberty and come aboard at sundown. we broke out water and filled the butt to day. tarred the royal rigging at the fore. main & mizzen that was a work up job for one of the men that was in the calaboose.

Sun. May. 16th.80

Day begins with fine weather and continues all day. all hands called at 6.30 breakfast at 7. we washed down deck and set all the flags. the Capt come aboard at 8 O'clock. and the Port watch went ashore on liberty myself and the Blacksmith did not go we broke our liberty staying ashore all night on Friday. the boat come aboard at sundown. and then the mate went ashore. there is one man from each watch in the calaboose. the boat went ashore at 7.30 for the mate.

May 1880

Mon May 17th 80

Day commenced with good weather all hands called at 6.30 breakfast at 7. we then scrubbed decks and the raft come aboard. the Starboard watch went ashore on liberty and the rest came aboard straight at sundown. the Port watch broke out a biscuit cask and got out 3 pieces of muslin and took them ashore. we put a tackle up over the mizzen hatch and broke out on the port side we hoisted out all the provisions and fresh water and salt water that was down there and cleaned out the hold ready to stow oil on the ground tier. we loosed sail at 8.30 but at 11 O'clock there was a rain squall and we had to furl it again. we opened a cask of hams and put new pickle on them. we knocked off work at 4 O'clock and cleaned up deck our 2nd mate is off duty sick.

Tues. May. 18th 80

Day commenced with good weather and continued fine all day all hands called at 6.30 breakfast at 7 we washed down deck and started to break out oil in the fore hold we broke out 9 casks and coopered it. stowed some of it in the after hold on the ground tier and the rest of it we ran down with the hose. we had to hoist out a quantity of water that was in the hold aft as the pumps would not take it we also broke out some new hoops from the run as some of the casks had to have new hoops. we knocked off work at 4.30. Boat went ashore at 6 O'clock.

May 1880 in Port

Wed May 19th/80

Day begins with good weather and continues all day
all hands called at 5.30 breakfast at 7 we went to
work in the fore hold and hoisted out one cask of
oil we then bored some holes near the kelson to take
the water to the pumps and we stowed down a number
of empty casks. the Capt came aboard at 8 o'clock but
did not stop long. we filled the water butt and
coopered some oil we had on deck and stowed it
down in the after hold. also stowed down beef and
Pork on the port side. we brought off a raft of
water 9 casks and hoisted it aboard. and towed
one cask of S.P. oil ashore 229 gal. to be sold. we
knocked off at 5 o'clock. and the boat went ashore at 6.
we got a quarter of Beef and a bag of Potatoes aboard to day.

Thurs May 20th/80

Day begins with good weather but coming on rainy
it clouded up and rained some at 1 o'clock but did
not rain much although it looked stormy till dark.
the Capt and his wife went up the river yesterday
and had not got back to night. we were at work
stowing water in the after hold all day stowed on
both sides. we brought a raft off of 10 casks. we
knocked off work at 3.30 and washed off decks
the boat went ashore to night.

Fri May 21st/80

Day commenced with fine weather, although it rained
steady all night. all hands called at 6.30 breakfast at 7
Capt came aboard at 9 o'clock but did not stop long
we went to work stowing meat in the after hold
and we run two casks of water down. we have

Queens. Mon May 24th Birthday

Day Commences with good weather All hands Called at 6.30 breakfast at 7. we cleaned up ship and at 9 O clock the Capt & his wife Came off stopped an hour then went ashore. at 10 O clock a quarter of Beef Come off. and the small steamer Came alongside with 20 barrels of Beef. we stowed it down in the after hold. at 3 O clock it began to rain and we knocked off work. it cleared up at 5 O clock and the boat went ashore at 6 O clock. the old lady sent a nice dog aboard on saturday but one of the pigs got a hold of it yesterday and killed it. this is a regular holiday in Russell. all the flags are set ashore and in the harbour we loosed some sails this morning but had to furl them again at 10 O clock.

Tues May 25th 80

Day Commences with good weather but during the day it was very squally we had one about every hour. all hands Called at 6.30. breakfast at 7. we went ashore and brought off 3 loads of wood in the boat and cut it up and stowed it in the after hold. we stowed down molasses and vinegar and meat. and got through with the after hold. at 2 O clock. we stowed down what Casks we had on deck. and scrubbed off. the Capt Came aboard at 9 O clock but did not stay long we have got 3 men off duty now sick. and 4 in the calaboose ashore. we have got 3 roosters aboard from there. they all fought with the ship's rooster and all of them got beat. we are looking around for one to beat him but cannot find one. the boat went ashore to night. we served out vinegar to day.

May 1880. in Port

Fri May 21st /80

a small raft of casks there to fill with water and cleared out between deck to put our bread and flour which we expect by the steamer to morrow. we knocked off work at 3.30 and scrubbed up decks. the boat went ashore at 6 O'clock.

Sat May. 22nd /80

Day commenced with good weather and continued fine all day. called all hands at 5.30. breakfast at 7. at 8 O'clock the capt came aboard and a large steamer came alongside and brought us 4 ton. 612 pounds of potatoes, and 80 bags of bread 100 pounds to a bag. we stowed the potatoes down in hatch house and turned out 10 casks and put the bread in them stowed it all down between decks. then at 11 O'clock a small boat came alongside with 2½ Cords of wood. we unloaded her after dinner. we cut the wood and stowed it in the after hold. we got all through at 4 O'clock cleaned up deck and scrubbed off. we took the bags ashore and at 6 O'clock the boat went ashore. we had a number of the passengers off the steamer aboard looking at the ship while she lay alongside. a number of Boats [illegible] to night.

Sun. May. 23rd /80

Day commenced with good weather and continued good all day. with the exception of a rain squall at 2 O'clock which did not last long. all hands called at 7 O'clock breakfast at 7.30. capt came aboard at 9 O'clock and the Port watch went ashore on liberty. we loosed some of the sails in the morning and furled them again at 1 O'clock.

May 1880

Wed May 26th/80

Day begins with very fine weather and continues nice all day. all hands called at 6.30 breakfast at 7. the Capt come aboard at 8 o'clock and the Starboard watch went ashore on liberty. one half of them took the waist Boat and went up the river to the sealing ground. the Port watch loosed sail this morning they brought off 20. 50 lb. bags of flour and 20. 100 lbs bags. making 3800. we put it in casks and stowed it down between decks. we furled sail at 3 O'clock cleaned up deck. and knocked off work. the boat went ashore for the watch at sundown. and all come off one of the men come out of the calaboose to day. the other one got 10 days at hard labor. we had a good cock fight to day. the Ship's rooster got whipped.

Thurs. May. 27th/80

Day commenced with fine weather and continued fine all day. all hands called at 6.30. breakfast at 7. the Capt come aboard at 8 O'clock. and the Port watch went ashore on liberty. Starboard watch. tarred down all the fore & aft. stays and painted the lower part of the ship outside 2nd coat. they also loosed sail in the morning to day. furled it at 4. O'clock. no boat went ashore to night. a quarter of Beef. and 2 bags of Corn come aboard to day.

Fri. May. 28th/80

Day commences with good weather and continued good all day. although it looked stormy. the Capt did not come aboard to day. we done nothing at all in the forenoon after dinner we sent down all our brace blocks and halyard blocks and over=

Fri May 28th 80

hauled them. the 3rd mate took a boat and crew and went off oystering got back at 4 Oclock. and brought a good load. the boat went ashore at 6 Oclock and it was raining some and looked bad.

Sat May 29th 80

Day Commenced with fine weather and continued fine all day. all hands called at 5.30 breakfast at 7 we cleaned up deck in the morning and broke out Butter Flour & Tobacco. we painted the main mast to day 2nd coat we were busy all day overhauling the blocks forward. the 4th mate and a boats crew went outside fishing at 9 Oclock got back at 4. did not catch a great many but got enough for 3 or 4 days use. we knocked off work at 3 oclock and scrubbed deck. the boat went ashore at 6.

Decoration Sun May 30th 80 Day.

Day commences with stormy weather and continues raining all day. nothing at all doing to day. the 4th mate went up the river with a boat and did not get back until 8 oclock. the bow boat went fishing in the afternoon but did not stay long caught a few the capt was not aboard to day.

Mon May 31st /80

Day commences with good weather and continues fine all day. we loosed sails in the morning and the capt came aboard at 7 oclock. took some boats ashore in the boat. the 4th mate took his boat and a crew and went fishing we were working all day overhauling blocks at the main and mizzen and got all through at 3 oclock we.

May 1880.

Tu R.I

Mon. May. 31st/80

lso painted all the blocks at the fore main
nd mizzen also the jib and staysail sheet blocks
e shifted a cask of oil from one cask into an
ther as the cask was bad. we then furled sail
t 4 o'clock. the fishing boat came aboard at 5
o'clock with 250 fish which we cleaned. also a
quarter of Beef Come aboard to day. we cleaned
h deck and a boat went ashore at 6 o'clock.
no sign of the Californian coming in yet.

June. 1880

Tues. June 1st/80

Day commenced with rainy weather and Continued
raining steady all day. all hands Called at 6.30 and
breakfast at 7. it rained right in the morning and the
2nd mate and 2 boats crew went oystering they came
back in 2 hours with 3 bush of oysters it rained so
hard they could not stop we salted down the fish
we cleaned last night. and also corned the quarter
of Beef that came aboard yesterday. it stopped rain
ing at 4.30 and at 5 o'clock the boat went ashore
and brought off 800 lbs of sugar in 16 bags. 50 lbs to
the bag. they got it aboard the steamer. we braced
up all the yards at 2 o'clock it began to blow so
hard. the boat went ashore at 7 o'clock.

Wed. June 2nd/80

Day commenced with good weather and continued
fine all day. all hands Called at 6.30 breakfast at 7
e swept decks and loosed all sail to dry. put one
ask of water in the hold and took 4 casks ashore

June 1880

Wed. June 2nd /80

to fill with fresh water the 4th mate and a boats crew went fishing. Capt come aboard but did not stop long Cooper at work repairing an oil cask. we filled a cask of Corn for the chicken, and stowed it down. sent down the flying jib stay to splice it. furled sail at 1 O'clock. Capt and a lot of visitors come aboard this after=noon. fishing boat come back at 4 O'clock they caught 378 fish. we cleaned and split them ready to salt. boat went ashore at 6 O'clock to night.

Thurs. June 3rd /80

Day Commenced with good weather and Continued fine all day. Capt did not Come aboard. the 3rd mate and a boats crew went oystering this morning Come back at 3 O'clock with a good load of oysters and some lemons. we painted the foretopgallant yard. and a number of blocks and also spliced the flying jib stay that we took down yesterday. the California Come in to day and dropped anchor close to us at 4.30. did not hear her report to night. our boat went aboard of her and took Capt Grant aboard. we had fish chowder fore & aft to day. and baked fish for breakfast and supper. we salted down one tierce full

Fri. June 4th /80

Day begins with good weather and Continues all day. we brought off 2 casks of water from shore to fill our butt. the mate went ashore and seen the Capt. and then he went aboard the California we brought off a bag of coffee after dinner we hoisted 226 bundles of bone out of the main hatch to send home the boat went ashore and a boat went aboard of the California. with boat come aboard at 11 O'clock

[illegible]

June 1880

Sat. June 5th /80

Day commences with good weather and continued nice l day. all hands called at 6:30. breakfast at 7. we were t work all day coopering the oil ready to send home we put beckets in it to tow it with and branded ll the casks with the ship's name. the Capt was aboard this morning but did not stay long. we knocked off work at 5 o'clock. our blacksmith went on board the California with his forge to do a job to day. one gang went on shore and one gang went gaming to the California to night. she is going to take our oil on monday.

Sun. June 6th /80

Day commenced with good weather and continued ine all day. all hands called at 7 o'clock. the capt ome aboard at 8 o'clock and the starboard watch went ashore on liberty. one of the boatsteerers got a boat nd went on an clam bake up the river I went in the boat and had a good time we left the ship at 6.30 and got back at 7 o'clock. the rest of the crew were gaming all day aboard the California the boat went ashore for the liberty men at sundown.

Mon. June 7th /80

Day commences with good weather and continues fine ll day, we started to ship oil the first thing this morning. we sent 4 rafts. 1 with 7 casks. 1 with 10 casks. with 6 casks and 1 with 3 casks. 26 casks all told and th mate one boatsteerer, and 1 man forward had to go over to help stow. we sent over 100 pine heads. the Canton is outside to day. at 4 o'clock Capt Chapman come in and got his letters but went right ut to the ship again. expect her in tomorrow.

June 1880 in Port

Tues June 8th /80

Day begins with fine weather and Continues so all day. we had 3 men filling water ashore. and a gang aboard the California stowing oil. we took 10 casks of oil aboard of her to day and brought off 3 casks of Bread from her. we took a barrel of flour aboard also. the water gang brought off. 3 Casks of water to fill up the butt. it has been so Calm all day that the Canton Could not Come in our Cap and Capt Brightman were both aboard to day. two of our men that went ashore last night did not Come off untill this afternoon. that breaks the liberty at night time for all hands. one boat went gaming aboard the California and there boat Came here.

Wed. June 9th /80

Day begins with fine weather and continued so all day. there was a very light breeze coming up in the morning and the Canton. Capt Sherman came in and came to anchor close to us at 6.30. there is 3 whalers in port now and it makes it lively for us. we took 6 casks more oil on board the California we are all through shipping oil now. we shipped 261 barrels. we brought back our hose and hose tubs. and a boat load of wood. we also took some pine beds aboard to chock our casks. we took 3 more casks to the watering place. we broke out 6 casks from the ground ti and cleaned out on the starboard side we then stowed them back. the Capt was aboard twice to day. our 2nd mate went on duty to day. we expect to breake out on the port side of the mai hatch to morrow. the boat went aboard the Canton to nig

June . 1880 In Port

Thurs June 10th/80

Day begins with wet weather it rained steady all night last night and cleared off at 10 o'clock to day we scrubbed deck this forenoon and after dinner we hauled out 6 casks of oil from the ground tier on the port side of the main hatch. coopered it and stowed it down again. there was two police officers aboard to day to look at the ship. one boat went gaming on board the Canton. and her crew come aboard of our ship. we stopped until 10 o'clock.

Fri June 11th 80

Day commenced with fine weather and continued fine all day. there was a stiff breeze blowing all the afternoon we were at work all day on water we brought off 2 rafts in the forenoon and hauled them in the first raft 14 casks and the 2nd one. 19 casks. both together 227 barrels. we stowed about half of it. the Canton hove up anchor after dinner and hauled alongside of the California to put oil aboard of her to send home. she is alongside of her to night. we had a quarter of beef come aboard to day. the Capt was aboard to day also. we have got 3 men off duty now. the boat went ashore and then gaming the crews from both ships come aboard of us.

Sat June 12th/80

Day begins with good weather but about 10 o'clock it began to get squally and continued so the rest of the day. with heavy strong winds. all hands called at 6.30. breakfast at 7. we then brought off 2 boat loads of wood. and sawed it up and stowed it down in the main hatch. we took 4 more casks

June 1880

Sat June 12th /80

ashore to fill. and we had a gang filling water in the afternoon. we stowed off the blubber room with empty casks and hoisted up a cask of oil from the ground tier fore hold. and bored holes under it to take the water to the pumps. we then stowed it back. we stowed about 50 barrels of water in the fore hold. starboard side. we broke out flour to day. Pilot come aboard but did not stop long. there was a Brig come in at noon. and she dragged her anchor and was very near foul of us. the Canton is alongside of the California yet.

Sun. June. 13th /80

Day commenced with fine weather and continued fine all day. we washed down deck this morning. and the Pilot was aboard but did not stop long. the three ships crews were gaming from one to the other all day. the Brig that was lying close to us last night hove her anchor. and went farther away. the Canton is alongside the California yet.

Mon. June. 14th /80

Day began with good weather and continues fine all day. we brought off a raft of water the first thi this morning. 12 casks about 80 barrels. we stowed all of it down in the fore & main hold. we brought off 2 boat loads of wood from shore. and there was a sho boat come alongside also. we sawed it all up and stowed it down. we took 6 casks ashore to fill wi water and brought off ½ a ton more potatoes. we lo one of our men last night. we killed a pet hog to day called charley. he was so fat that he could not stand up so we had to kill him and try him

June. 1880

Mon June 14th /80

ut for land. we had the two Cops aboard to day
o see about the man that run away last night
or there is a big reward offered for him they sear=
hed the other two ships but did not find him,
ll our gaming and going ashore is stopped now.
the Capt. & Capt Brightman were both aboard to day.
part of the Californian crew were aboard to night.

Tues. June. 15th /80

Day commenced with fine weather and continued fine
ll day. all hands called at 6 o'clock. and we hove our
nchor short. the boat went ashore and brought of 4 casks
f water which we hoisted in. the Canton run a line
to us and hauled away from the California we then got
reakfast. after breakfast the steamer Ida. came alongside of
s. and we hove anchor. and she towed us out in the
stream. where we dropped anchor with 30 fathoms of cable
the steamer then went and took hold of the California
nd towed her to another anchorage. our boat went ashore
nd brought of a load of wood. went back and brought
nother load. which we cut up and stowed down. we
sent ashore 6 boxes of soap. we stowed down 7 casks of
water full. between decks. and stowed down a number
f empty casks. there was a quarter of Beef come of to
day. we broke out Beef & Pork to day. there was a lot
f small stores come aboard to day. at 4 o'clock there
as 2 boats went and brought off 3 casks of water
that is all the water we had on shore. we have got
bout 450 barrels aboard now. we expect to sail to
morrow. if the weather is good. there was some of the
rew of both ships aboard of us to night.

June. 1880.

Wed. June 16th 80

Day begins with fine weather and continues fine all day all hands called at 6.30 breakfast at 7. after breakfast we stowed down 3 casks of water in the blubber room took out 3 casks of tow-line and stowed it in the fore hold. and stowed 3 casks of flour in the blubber room the boat went ashore at 9 o'clock and came back at 11 o'clock with 3 bags of Blacksmiths Coal. and brought word for us to get ready to sail. we hove our anchor short. set the ensign. and loosed sail. at 12.30 the Capt & his wife came aboard. but there was not wind enough to go out. we set hold and scrubbed off deck. at 3 O'clock there was a breeze but it was right ahead at 2 O'clock one of the Cops came off and reported having caught the man that run away sunday night the boat went ashore and brought him off. the Capt brought a young dog off to day when he came

Sailed Thurs. June 17th 80 Sailed

Day commenced with rain but cleared up at 5 & 6 o'clock. all hands called at 6.30 and breakfast at 7 at 9 o'clock we hove short. loosed and set all sails but there was no wind. at 10 O'clock there was a light breeze sprung up. and we hove our anchor & the Capt started out. we had a fair wind but light and we did not get clear of land until 5 O'clock. Jim Ging. and Mr Ward. and Smith. and Capt Brightman were aboard before we sailed. we took both anchors on the bow and stowed. the cable. we have a light breeze to night. squared yards and jibs down Port watch first watch below. we cut up our quarter of beef to day. 2 men found off duty. 2nd mate all night.

June 1880.

Fri. June 18th /80

D comes in with fine weather. but at 5 O'clock. it began
to breeze up when we took in the 3 topgallant sails. and
ying jib. it kept on breezing stronger with wind ahead.
t. 8.30 we took in the upper fore and main topsails
and double reefed the mizzen topsail. and at 12 O'clock
took in the mainsail then it began to rain and blow
nd at 2 O'clock took in the foresail and jib. and furled
the mizzen topsail. took in the spanker. set the main
spencer and storm staysail. it was blowing very hard and
aining. at 4 O'clock Carried away lower foretopsail we
had a hard job to get it gathered in. got up our hatch
bars and put them on at 7 O'clock the wind hauled we
hecked in the main yard and run off 3 hands free Course
N. E. at 12 O'clock it was better weather. we broke out
malasses to day. lashed our cutting stage up to the rail.
we are on the port tack. 2 men at the helm.

Sat. June 19th /80

Day comes in with a little better weather but blowing pretty
hard. at 3 O'clock a.m. it began to moderate and at 7
o'clock we set the foresail and loosed the lower foretop
sail to dry. at 9 O'clock we set the upper topsails and
mizzen topsail double reefed. at noon set the maintop
allantsail. we [illegible] the [illegible] [illegible] it
n the yard. we sent down the lower foretopsail and
stowed it in the sailpen. we are running all day with
square yards. course N.E. by E. we rigged our cutting
stage and put it out and painted all the [illegible]
n it. washed out all our paint brushes. mastheads were
manned after breakfast. we scrubbed off deck at
4 O'clock. did not take in any sail to night.

June 1880

Sun. June 20th /80

Day comes in with good weather at 12 o'clock. there was a stiff breeze. we [illegible] the main topgallant. sheet we clued up the sail and furled it and [illegible] the ship at 4 o'clock a.m. took in the foretopsail. and at 6.30 set it again and set the mainsail. at 8 o'clock. set the 3 topgallant sails. flying jib. and shook the reefs out of the mizzen topsail. we then broke out the Slop Cask and furnished all hands. we put 1 cask of water in the scuttle butt about 8 barrels. we raised a spout at 7.30 a.m. it turned out to be a fin back. at 3 o'clock. P.M. took in the 3 topgallant sails and flying jib and furled them. Course N.E. wind abeam. there is a light breeze to night. 2 men forward off duty sick.

Shortest day. Mon. June 21st /80 in the Year.

Day commenced with rainy weather and continued raining windy all day. we done nothing all day at 4 o'clock A.M. we hauled up the mainsail and kept off 3 hours to get clear of French Rock. we passed it about 2 o'clock but it was not in sight. broke out oil for burning to day at 6 o'clock. we put one reef in mizzen topsail and furled the mainsail. mastheads up about 2 hours to day

Tues. June 22nd 80

Day commenced with much wet weather. at 12.15 we took in foretopsail. at 1 o'clock took in main topsail and at 2 o'clock it blowed very hard and at 12 [illegible] we took in mainsail. mizzen topsail and jib. it continued blowing until 6 o'clock this morning when it [illegible] pretty good weather. we set the 3 topsails and jib. at 8 o'clock. and turned some twine to sew sail with. but at 10 o'clock it began to blow

June. 1880

Tues. June. 22nd /80

again and was so rough that we could not do
nything. at 3 O'clock raised a white water and a
breech on the weather bow. but it was a fin back
at 4 O'clock took in fore and main topsail and
at 5.30 took in mizzen topsail and jib. it is
lowing and very rough but clear weather and
full moon.

Wed. June. 23rd /80

Da[illegible] [illegible] with rough weather and continued so un-
til 6 o'clock when it turned down [illegible] at 10 o'clock
we set the mainsail. & mizzen topsail. at 2 O'
clock we started to repair our foretopsail but a squall
came up and we had to put it below again. at 4 O'
clock we had another one. at 6 O'clock we took in the
mainsail. jib. & mizzen topsail. it is pretty rough to
night. at 2 O'clock this morning there was very near a
total eclipse of the moon. the moon was full
and the weather very clear so that it showed plain

Thurs. June. 24th /80

Day began with fine weather and continued fine all day
at 5 o'clock. we made all sail. we saw fin back to day
we were working at the [illegible] the [illegible] we [illegible]
did not finish it. we arrived on our cruising ground to
day called the Vasaquese and I hope we will get something
we took all the light sail after supper.

Fri. June. 25th /80

Day began with fine weather we made sail at day-
light. [illegible] [illegible] out [illegible] we got the [illegible] [illegible]
up after breakfast and commenced working on it. at
3 O'clock [illegible] [illegible] very bad looking weather to wind-

June. 1880.

Fri. June 25th /80

maintopsail. we put the topsail down below and took in all sail. it then started to rain and continued raining until noon when it cleared off and we made sail again. it was calm all the afternoon. at 4 O'clock we wet hold and scrubbed off deck. took in sail at 6 O'clock. we saw a Fin Back at 3 O'clock. also saw Albacore & skipjacks to day. weather getting quite warm now.

Sat. June 26th /80

Day begins with good weather but breezes up pretty strong near daylight. at 7 O'clock we loosed topsails but did not set them until 10 O'clock when we set the mainsail & jib. we broke out water from the blubber room and filled the scuttlebutt. we broke out a barrel of Beef and a cask of Pork. we put the pork in barrels and lashed them on deck. we broke out vinegar & molasses. after dinner we went to work on the lower foretopsail. we finished it at 5 O'clock. we then sent down the lower maintopsail to repair and stowed it below. the foretopsail we put up at the main. we then took in sail as it was blowing pretty stiff. Fin Backs in sight all day. also Albacore and skipjack around.

Sun. June 27th /80.

Day begins with good weather and continued fine all day. we scrubbed off deck at 6 O'clock this morning we got through so late with our sail last night that we did not have time to scrub off. we set the mainsail & jib at 7 O'clock. at 1 O'clock we raised a spout and set the topsail, but did not see it again. we took in sail at sundown. plenty of fish around and plenty of birds

June 1880. --

Mon. June 28th/80 {Lat. 25.55 S}

Day begins with fine weather and continued fine all day we made all sail at daylight. after breakfast we broke out flour. and then went to work on the Larboard boat and finished it at 12 o'clock. after Dinner we sent it up aboard and bent it we then sent down main topgallant sheet and put a new one on it. we scrubbed the deck at 4 o'clock and took our starboard boat in on deck to repair her the bottom being bad being used so much in boat. Cooper at work making a new bow water bucket. we took in all sail at 6 o'clock. there has been a very light breeze all day. nothing seen to day. we broke out molasses to day.

Tues. June 29th/80 {Lat. 25.53 S}

Day begins with a dead calm. we loosed all sail at sunrise but did not set it until 10 o'clock when a very light breeze sprung up and continued light all day. after breakfast we broke out all our bread and coopered it and stowed it down again. the carpenter was at work on the starboard boat all day. we launched her and put her on the cranes at 5 o'clock the blacksmith was at work making rings for the Bow boat's mast and repairing pumps. five Barks in sight to day. we broke out Tobacco to day.

Wed. ~~Thu~~ June 30th/80 {Lat. 25.38 S}

Day begins with fine weather and continues fine all day made topsails and courses at daylight. at 11 o'clock we had a rain squall after it was over we set the main topgallant sail and flying jib. hauled starboard boat inside. Blacksmith repairing the ship's [illegible]. nothing seen at masthead. we took in sail at sundown.

July. 1880

Thurs. July 1st /80 { Lat. 23.14 S. }

Day Commenced with fine weather. and continued fine all day and very warm. we made all sail at daylight we turned over the starboard boat on the cranes and painted her. cleaned our both anchors and Coaltarred them and painted the stocks. numbers of fin backs in sight to day. scrubbed off deck at 4 o'clock and took in sail at sundown. Cooper at work making some new deck buckets.

Fri July 2nd /80 { Lat. 25.30 }

Day commenced with fine weather and continued fine all day. with a very light breeze. we made all sail at daylight. we sent down our upper maintopsail to repair got through and sent it aloft at 1 o'clock. Cooper finished the deck buckets to day. we saw finbacks and porpoise to day. scrubbed off deck at 4. o'clock and took in sail at sundown. our dog had fits to day.

Sat. July 3rd /80 { Lat 25.02 }

Day begins with very fine weather and continued fine all day. we made sail and wore ship at daylight. we then sent down the maintopgallantsail to repair. got through with it at 12 o'clock and sent it aloft. we wet hold in the afternoon and scrubbed off deck at 4 o'clock. took in sail at sundown. wore ship and pumped her out. nothing at all seen to day.

Independence { Sun July 4th /80 { Day } Lat. 25.

Day Commenced with cloudy weather and continued so all day with a pretty stiff breeze. we made sail at daylight. we put about 5 barrels of water in the scuttle butt. nothing seen to day. we took in sail at sundown. This is the ship's Birthday. 3 years. launched to day.

July 1880

Mon. June 5th 80 } Lat 20.15 }

Day commenced with [illegible] weather and a stiff breeze
we set the topsails mainsail & jib at 9 o'clock and
after breakfast we broke out water and filled the scuttle
butt at 9.30 we took in all sail as it began to
blow and rain and continued raining all day.
at 6 O'clock P.M. we took in lower foretopsail and
set the storm staysail. it is raining very hard to night
we scrubbed deck at 4 O'clock and pumped ship
no mastheads up after 12 O'clock in the morning we
saw finbacks. we rigged our draw water bucket to day.

Tues. June 6th /80

Day Commenced with wet weather. at 3 O'clock a.m. we
wore ship. and at daylight made sail. at 8 O'clock we
set maintopgallantsail and flying jib. and at 9 O'clock
we had a squall and took them in again. at 10 O'
clock it cleared off fine and we made the light sail
again all hands were busy washing clothes and blank=
ets. blacksmith at work repairing ships pump. we saw
plenty of fin backs and Hump backs and caught an
Albacore to day. at 4 O'clock we raised Sperm Whales
3 Points on the weather bow. going to windward we
got the boats ready. but did not lower. they were
going quick. and were in sight at sundown. we
then took in sail. I hope we may see them to
morrow. the chances are good. there was two of them.
[illegible] night to night the stars were falling in showers
some of them [illegible] large and [illegible] to. we have
[illegible] our lines in the boats and harpoons, but
in ready for morning. at 11 to night it [illegible]
[illegible] still and increasing all the time.

July 1880

Wed. July 7th /80 } Lat. 26.35 }

Day begins with a very stiff breeze. and at 7. O'clock was blowing half a gale of wind. very poor chance for us to see the whales we raised yesterday. we set the foresail at 7 O'clock. and the other topsails & jibs at 10 O'clock. it blowed a stiff breeze until 4 O'clock in the afternoon when it calmed down. nothing at all doing to day. we saw a couple of finbacks. scrubbed decks at 4 O'clock and took in sail at sundown.

Thurs. July 8th /80 } Lat 26.43 }

Day began with fine weather and continued fine all day. we wore ship at 1. O'clock this morning. at daylight we made all sail. then wet hold. & broke out Beef Pork & Molasses. then our foretopgallantsail bolt rope parted. and we sent it down at 11 O'clock to repair worked all day on it until 4 O'clock. but did not finish it we raised a white water 3 points on the lee bow. away on the horizon kept off but did not see it again Capt was at masthead to day. saw 2 finbacks and a number of Albacore. caught a large one in the day. we then scrubbed off decks. at 4 O'clock. took in sail at sundown. wore ship and pumped ship. weather fine

Fri. July 9th } Lat. 26.26 }

Day begins with fine weather and Continued fine all day we made all sail at daylight. after breakfast went to work on the topgallantsail. finished it and sent it aloft at 10 O'clock. after dinner went to work making spunyarn. at 3 O'clock raised a large Breach 4 points on the lee bow. did not see it again. scrubbed off at 4 O'clock and took in sail at sundown. new Moon.

July. 1880

Sat. July. 10th 80 {Lat. 26.22}

Day commenced with fine weather and continued fine all day. we made all sail at daylight. after breakfast slushed down the masts. and worked all the forenoon on spunyarn. after dinner we went to break out the fore & main hatch looking for butter. but did not find it. a large number of Fin Backs & Hump Backs around to day. we also caught 2 large Albacore. $10 and a pair of Boots up. for a whale scrubbed off at 4 O'clock. took in sail at sundown and pumped ship. Cooper making bungs to day.

Sun. July. 11th 80 {Lat. 25.58}

Day commenced with fine weather and a good breeze made all sail at daylight. saw some Hump Backs to day. caught 4 Albacore. took in all sail at sundown. we were running free all day. to [illegible]

Mon. July. 12th 80 {Lat. 24.45}

Day again with fine weather and continues fine all day with a stiff breeze. we broke out for our sugar. beans butter. and water. filled the scuttle butt. and filled casks of salt water in the main hatch. broke out [illegible] to day. nothing at all seen at masthead. we scrubbed off deck at 4 O'clock and took in sail at sundown.

Tues. July. 13th 80 {Lat. 24.35}

Day commenced with cloudy weather. and at 6 O'clock A.M. it commenced to rain. and cleared off at 9 o'clock we made sail at 9 O'clock. after dinner we went to work on spunyarn. and sent down the fore topsail off the star=board. also fore topsail yard to put a new stirrup. did not finish it. we scrubbed off deck at 4 O'clock.

July. 1880

Tues July 13th/80 } Lat. 24.33 }

we saw a school of Porpoise to day. we took in sail at 5.30 on account off a heavy rain squall th Come up and it rained very hard. we were running al day with square yards to the S. & E. luffed up to the wind on the starboard tack at 7 o'clock. we cut the end off our suction hose to day and repaired it. it rained heavy up to 10.30. and then cleared off.

Wed. July 14th/80 } Lat. 23.12 }

Day begins with good weather. we made all sail at daylight. we put a half cask of water in the hatch that we had on deck. and then put the rain water we caught last night in the cask. we finished our hand rope. and went to work on spunyarn. at 10 o'clock it began to breeze up and get squally. at 12 o'clock it wa blowing pretty hard. and we had all sail in and furled. in the afternoon the Starboard watch [illegible] hard. at 4 o'clock we scrubbed deck. at 5 o'clock took in foresail. mizzen topsails. and lower fore topsail and set the stormstaysail. it is blowing pretty hard and the weather looks very bad.

Thurs July 15th 80 } Lat. 23.53 }

Day begins with rough weather and continues so all day. we set the lower topsail & foresail. after breakfast we sent down the mizzen topsail to mend. we worked on it all day. got through and sent it up at 4 o'clock and furled it and took in the foresail. we scrubbed up deck at 4.30. our 2nd mate is off duty sick since yesterday. we are about a month out now and have not seen a sail or land or a spout whale. it looks blue now for a voyage.

July 1880

Fri July 16th /80 Lat. 26.14

Day begins with very rough weather at 7 oclock we raised 2 whales on our lee bow about a mile off. we thought they were sperm whales we wore ship and set the foresail. the Capt. went aloft and called them Sulpher Bottoms. wore ship again at 8 Oclock it began to blow and get squally we had to haul up the foresail again. it blowed pretty stiff all day set the foresail again at 9 Oclock. we sorted our onions over in the afternoon scrubbed deck at 4 Oclock and furled the foresail. the weather is moderating some to night.

Sat July 17th /80 Lat. 26.06

Day begins with rough weather and a very stiff breeze. and continues blowing all day. we set the foresail & jib at 8 Oclock. and at 9 oclock set the mainsail. we put a new rope on a jib we got from the James Arnold. last Apr. and middle stitched it. worked all day on it but did not finish. we repaired gaskets on our jib. broke out molasses. wet hold. and killed a hog that weighed 150. scrubbed off deck at 4 Oclock and took in mainsail & jib. after supper we pumped ship took in foresail and wore ship we saw finbacks to day and some fish

Whales. Sun. July 18th /80 Whales.

Day begins with fine weather and continues so all day. we set the foresail. mainsail & jib in the morning and at 1 Oclock set the other topsails we raised finbacks in the morning but at 2 Oclock we raised a school of sperm whales 2 points on our lee bow 2 miles off. we kept.

July /80

Sun. July 18th /80 } Lat. 23.58 }

the ship off called all hands and got the boats ready and lowered away the 4 boats at 3 Oclock with a light Breeze. at about 4 Oclock the 1st mate struck one and the 2nd mate struck 2. the 3rd mate then struck one of the 2nd mates last whale and he towed him into the school. and then struck another making 4 whales in all. we had them all turned up at 5 Oclock. the ship took the 1st mates whale and then the 2nd mates and then the 3rd mates. we had them alongside and fluked. and boats hoisted up at 6 Oclock we set all sail. spliced the main Brace and had supper. Port watch first watch on deck we cleared out blubber room put the stages over and got up the gear and got our 2 boats ready for whaling again the weather is very fine to night the whales are small. 3rd mates is the largest one there was 25# and a pair of boats up for 100 barrels to day. but the 4 whales wont make it [illegible]

Mon. July 19th /80

Day begins with very fine weather. and continued so all day. all hands called at 6 Oclock. we went to work cutting in. we had 3 of them cut in at noon and at 2 Oclock had the 4 cut in. we then went to work clearing away the heads and cutting up junk got through at 8 Oclock. we started the works at 4 oclock and at 12 Oclock had the head and were nearly tried out. we [illegible] the [illegible] at 5 Oclock. it is a dead calm to night. good weather for whaling

July. 180

Tues. July. 20th 80 { Lat. 25.44 }

Day begins with very nice weather and continues nice all day. we are hard at work trying out. we set the upper topsails. jib and flying jib at 5 O clock this morning. Finbacks in sight from mast-head. at 12 O clock to night we had 50 barrels tryed out. but it is near done. we will finish up tomorrow. we took in sail at sundown and gave the decks a light wash off.

Wed. July. 21st 80 { Lat. 25.22 }

Day begins with very fine weather it is almost a dead calm. and as light as day. with a full moon. we got through trying out at 3 o clock this morning the fair turned up 60. Barrels & 20 Gals. we then put the fat lean oil. stowed down 2 large casks of scraps and all the try gear. and cleaned up the blubber room after breakfast we made sail. scrubbed off deck and broke out wood and empty casks from the main hatch to stow oil down. we wet hold after dinner. broke out a barrel of Lime to repair the tryworks. and also broke out a lot of casks from the lower hold and stowed them in the Blubber room. at 4 o clock we washed off deck. pumped ship. and took in sail at sundown. we saw nothing at all to day. our Cooper had a bad fall on deck to day and hurt his neck. we broke out water and filled the scuttle butt.

Thurs. July. 22nd 80 { Lat. 25.14 }

Day begins with very nice weather and continues, nice all day. we made all sail at 5 o clock this [illegible] we [illegible] the fat lean oil and cleaned out

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July 1880

Thurs. July 22nd 80 {Lat. 25.14}

the watch we made up some mortar and [illegible] the works. Cooper was at work coopering some casks to stow tomorrow. we cleaned out the cabin and stowed everything away. broke out 1 tierce of bread [illegible] deck at 4. o clock. and took in all sail at sundown. nothing at all seen to day. we will stow down to morrow.

Fri July. 23rd /80

Day begins with very fine weather and continues so all day. we had all hands on deck to day stowing down. we got through at 3 o clock and then scrubbed off decks. we stowed on the port side, main hatch 56 barrells. we had the foresail & jib set to day and saw 4 humpbacks. we were running free all day Course. S & W. we took in sail at sundown. at 10.30 it began to breeze up pretty strong.

Sat. July. 24th, 80 {Lat. 25.53}

Day begins with rough weather. at 2 o clock a.m. we took in the lower foretopsail. at 7 o clock we wore ship and it was blowing pretty stiff. mastheads men called down at 11. o clock. at 12. o clock we goosewinged the main topsail on the starboard tack. at 1. o clock. we put all the boats on the upper cranes. there was a very heavy sea running and we were shipping water all the forenoon. at 20 minutes to 3. o clock. we shipped a sea which took our Bow Boat with the forward davit and all her craft, stove in the gangway and carried everything moveable on deck away aft. drowned 2 of our chickens

) Heavy) July. 1880 ! Lat. 25.53.
) Gales (Sat. July. 24th.) Long. 175 W.

nd washed the cooking utensels out of the
ally. and set adrift a cask of fresh water th
e had lashed on deck. we had 2 men at the
elm. at 4 O clock we wore ship. loosed the weather
nd arm of the maintopsail and furled the lee
ne. we had to put extra lashings on every thing on
eck. at 7 o clock the weather had moderated a
ittle, I think the worst of it is over. when we
ore ship at 4 O clock we lost a lot of stuff from
nder the starboard boat on the house.

e saw a very large steamer at daylight this
orning. one of the line that runs between
uckland & San francisco. steering S. E.) Steamer)

Sun. July. 25th/80 { Lat. 25.21 }

ay begins with a little better weather but still
ontinues to blow. pretty stiff and continues about
the same all day. we shook the reefing out of
the maintopsail and set the main topsail. and at
2.30 we set the foresail and mizzen topsail. we
ook in the foresail at 4 o clock. there was rain
qualls in the afternoon. we saw a school of
orpoise at 5 O clock. but they did not come close to.

Mon. July. 26th/80 { Lat. 25.02 }

ay commenced with rough weather. at 12 O clock
we wore ship. there was a very heavy sea running and
hey were coming aboard all night where our gang=
way was stove in. at daylight we wore ship again
nd the weather begins to moderate a good deal.
[illegible] the foresail at [illegible] and [illegible] the [illegible]
[illegible] after breakfast we fixed the gang=

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July 1880
Mon. July 26th/80 } Lat. 25:02 }

Day Commences fine all hands. got a new boat down off the house to put on the new cranes in place of the one we lost on saturday. we were at work all day getting it ready. the Blacksmith at work all day making a new hinge for a mast up for her. we broke out a cask of cloth to get stuff to make a new sail & jib. broke out new [illegible] and boat hook. and a new set of oars. and a steering oar. also broke out 2 oak plank to make a new davit. broke out a lot of casks from the blubber room to get the water out that washed down on saturday. we broke out molasses vinegar & flour. we did not see anything from masthead to day. we scrubbed deck at 4 O'clock and took in sail at sundown it is pretty good weather to night.

Tues. July 27th/80 } Lat. 24.40 }

Day Commences with pretty good weather but a [illegible] breeze we set the foresail mainsail & jib at 4 [illegible] Blacksmith finished the hinge for the boat and [illegible] put it on. then went to work on the davit. we had a big break out to get another oak plank for it. we were busey setting up irons and grinding lances. we wet hold in the afternoon. at 4 O'clock we put the main yard aback and launched the boat and put her on the cranes. we saw a finback to day and also a Killer. we took in sail at sundown and [illegible] ship. it looks like a storm to night. we hoisted the forward end of the boat [illegible] [illegible]. the old Lady is going to sew up the sail in the machine.

July 1880

Wed July 28th 80

Day commenced with very rough weather, plenty of wind and rain it cleared off at 7 o'clock but it blowed a half a gale of wind all day. did not make any sail at all to day. we took in the mizzen topsail at 2 o'clock this morning. at at 5 o'clock to night took in the lower fore topsail and set the main staysail. we were working on the boat craft all day. cut out the sail and started to sew it. cooper at work on the davit this afternoon. saw nothing from masthead to day.

Thurs July 29th /80 {Lat: 25.34}

Day begins with clear weather but a very strong breeze and heavy seas running. we set the mizzen topsail and lower fore topsail and run all day. course N.W. we saw nothing at all to day. we were working on the davit, boat craft & boat sail. and cleaned the suction hose. broke out tobacco to day. rigged up the [illegible]

Fri July 30th /80 {Lat: 25.16}

Day commenced with very fine weather. we had all sail set to day for the first time in a long while. but did not see anything from masthead. we were at work on the boat and davit & boat sail. blacksmith making bands for the davit. we were running free. steering to the N.W.

Sat. July 31st /80 {Lat: 24.52}

Day begins with fine weather and a good breeze. set the [illegible] mainsail & jib in the morning. running free course N.W. cooper at work on the davit. we broke out water & [illegible] the lower fore topsail braces end for end and spliced the fore sheet. saw finbacks. scrubbed off deck. pumped ship and took in sail at sundown.

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August. 1880

Sun Aug. 1st/80 { Lat. 24.54 }

Day begins with warm weather and at 1 O'clock it begins to rain and continued raining all morning until 11. O'clock. when it cleared off. we set the foresail. main sail and jib. at 7 O'clock and at 12 O'clock mastheads went up. and we made all sail. the weather keeps bad all the afternoon at 4.30 we took in all sail. it is a dead calm to night and looks like rain we saw one finback to day.

Mon. Aug. 2nd/80

Day begins with cloudy weather and a stiff breeze. and Continues so all day with light rains in the forenoon. we saw nothing to day. Coopers at work on the davit. and some at work on the boat sail. we put a new [illegible] line on the bow rigging and spliced the seamen on the fore stay. broke out molasses, and oil to burn. we set the foresail mainsail & jib at 6.30 and took them in at sundown.

Tues. Aug. 3rd/80 { Lat. 25.26 }

Day commences with very fine weather and continues so all day we made all sail at daylight. Coopers at work on the davit. Capt working on the sail. we broke out the sail room to day and got a new [illegible] sail. and rove it. starboard watch working in the main rigging. we saw Humpbacks and finbacks to day. scrubbed off deck at 4 O'clock. tacked ship and took in sail at sundown.

Wed. Aug. 4th/80 { Lat. 25.[illegible] }

Day begins with good weather [illegible] we made sail at daylight [illegible] finbacks to day. [illegible] worked the davit [illegible]

August 1880

Wed. Aug. 4th /80 {Lat. 23.33}

t 11 O'clock and hunted it. we also finished the
oat sails to day and it set tiptop we rove off new
ib Halyards and took the old ones and rove off new
lying jib sheets with them. we scrubbed deck at
O'clock and took in sail at sundown. we tacked
1 3 o'k. a. m.

Thurs. Aug. 5th /80 {Lat. 23.15}

Day begins with fine weather and a pretty stiff breeze.
e set the foresail mainsail & jib in the morning.
e went hold and brake out bread in the forenoon
he cooper made a boat keg to stow in the main boat
ght put 2 reef bands on the sail and put in the reef
oints. we started to make up sennet to day. we raised
spout at 4 o'clock close to. we thought it was a
inn whale. hauled up foresail & mainsail but it was
humpback. we took in sail at sundown. scrubbed
ff deck at 4 o'clock and hunted ships.

Fri. Aug. 6th /80

Day begins with stormy looking weather. it began to
ain at 5 O'clock this morning and rained steady all
day up to 4 o'clock when it cleared up some. there
as a pretty stiff breeze all day. we took in the main
topsail at 7:30 and the mizzen topsail at 12 O'clock
o mastheads up to day. we saved a lot of rain water
t 6 O'clock it started to rain again looks like a
tormy night. but the wind has gone down.

Sat. Aug. 7th 80 {Lat. 26.46}

Day Commences with rainy weather and continued
raining until about 3 O'clock. when it cleared off
nd at 7 o'clock it was very fine weather we set

Continued

August 1880

Sat. Aug. 7th/80 } Lat. 26.46 }

the foresail. mainsail & jib lower foretopsail and mizzen topsail, and at 8 o'clock we set the upper maintopsail. it then began to breeze up very strong. and at 10 o'clock we took in upper maintopsail. we were running off course N.E. at 2 o'clock it came [illegible] squally we took in mainsail & jib. and at 5.30 we took in the foresail. and hauled to the wind. it was blowing very strong but clear weather. Cooper made a boat bucket to day. we scraped the wheel and tiller and oiled it. nothing seen from masthead to day. we caught a number of skip jack and Albacore. we scrubbed off deck at 4 o'clock. at 11.30 it was blowing a gale and we took in foretopsail.

Sun. Aug. 8th/80 } Lat. 25.56 }

Day begins with heavy weather it is blowing very hard and a very heavy sea running. we took in mizzen topsail at 2 o'clock. and shipping plenty of water. at 4 o'clock we set the foretopsail, to keep her steady and we run off all the forenoon. at 12 o'clock we hauled to the wind. it blowed hard all day. at 5.30 we took in foretopsail, and set the foresail. we did not see anything at all to day.

3 Years Out Mon. Aug. 9th/80 To Day

Day begins with [illegible] weather and continues so all day we set the foretopsail and foresail and run off our course N.N.W. we have just run off the [illegible] to night and [illegible] here it is too bad as we have had [illegible] weather since we came here and have not seen any whales once. we were here about 6 weeks. to day we were making sennet all the forenoon. and after dinner

August 1880 {Lat. [illegible]}

3. Years. Mon. Aug 9th /80 out to day -
we wet hold and broke out water and filled one
ask with salt water we also broke out flour. the
oper made a new set of paddles for the Bow Boat
e did not see anything to day. scrubbed off deck at
o'clock. and took in foresail at sundown and
umped ship. I think we are bound for the islands.

Tues. Aug. 10th /80 {Lat. 23.56}

ay begins with very fine weather and continues fine all
ay. we made all sail in the morning and squared the
ards and run off all day. course N. W. we have left
he whaling grounds and are bound for the islands the
oper was at work trimming a set of oars for the bow
oat and put a handle in the steering oar. painted
the boat keg and bucket. blacksmith put a new brace
n the davit and painted. we also made a new pike
or the boat. both watches making sennet. Finbacks in
ight to day. scrubbed off deck at 4 o'clock. we repaired
the foretopmast stay to day and took in all sail at
undown. weather very fine with light breeze.

Wed. Aug. 11th /80 {Lat. 23.04}

Day begins with very fine weather and continues fine
all day with a fine breeze. we made all sail in the
orning. and run free course N. we finished the [illegible]
or the bow boat to day. Cooper made a new piggin
or her. we broke out a new grind stone and hung
it weight 130. both watches making sennet. we did
ot see anything to day. we caught a lot of skip
ack and albacore to day. some of them very large.
e scrubbed deck at 4 o'clock and took in
ail at sundown. fine weather to night.

Sight the Islands } August 1880 Lat ! 21.4.5

Thurs Aug. 12th /80 Long ! 174.3.

Day Commences with fine weather, we made all sail at daylight [illegible] went to work cleaning [illegible] put two [illegible] in aft [illegible] after we [illegible] hatch in the [illegible] and take out beef we cleaned half a bullocks hide to make chaffing gear for the rigging. we raised land at 6.30. and kept her North we got abreast of it at 3 Oclock. and at 4 Oclock we were close in to the town. the Canoes come off with the Natives, and brought some oranges. it is the island of Eua there is two close together. called big Eua and little [illegible] they belong to the Friendly or Tonga group. and are about 10 miles apart. the large one is splendid looking land and the Natives are a fine looking set of men. Tongatabu is to leeward of us about 25 miles off. we tacked ship and stood out to sea at 6 Oclock. but will be back in the morning we took in maintopgallant sail and flying jib. scrubbed deck and pumped ship. the Capt. gave the oranges all round. Some Ducks were [illegible] [illegible] [illegible] in to the island. I expect we will have to come in [illegible] but no one wants them only the Capt. [illegible] [illegible]

Fri Aug 13th /80

Day Commences with fine weather and Continues fine all day. we [illegible] ship at [illegible] Oclock and hauled up the main-sail and run in toward the land. we got pretty close before day light [illegible] ship again and hauled up the mainsail [illegible] [illegible] then wore again at 5 Oclock. and stood in. down fore & main tack. and at 6 Oclock set everything we passed very close to little Eua and then [illegible] a large bay and a number of islands and reefs till we got to Tongatabu. we had a stiff breeze. we called all hands at 9 Oclock. and took the best anchor off.

August 1880

Fri Aug. 13th/80

the bow and hauled up 60 fathom of Cable and hove on
t 9.30 we set the blue peter foward for the pilot
arrier repaired an oil Cask in the forenoon. at 12 o'clock
we took in main staysl and spanker and squared the
yards. our flying jib got split and we hauled it down
nd repaired it. we then got up 30 fathom on our star
board cable and got the anchor off the bow and
bent on the cable. we set the ensign at 2 o'clock.
t 3 o'clock the pilot Come off. one of the natives
Called Friday. we got in and dropped anchor at
4 o'clock. furled all sails and scrubbed deck.
t is a very rough place to come in with a ship
n account of so many Coral reefs. but it is a very
retty little town. there is a number of Germans here
ngaged in making Cocoanut oil. there is a missionary
station here and they have a large church. the house
the king lives in is also a fine house. there is plenty
f fruit here of all kinds. and the natives are very
friendly and very good looking.

Sat Aug. 14th 80

[illegible] with fine weather and continues [illegible]
day. all hands called at 6 o'clock. we got tackle
h over the three hatches. our oil has been leaking since
e left the bay. so we have got to break out and find
t. we broke out the port side of the mizzen hatch and
repaired it and stowed it down again. we broke out
tobacco axes. hatchets and other things to trade. the
ship was full of natives all day. and they brought
enty of fruit of all kinds. every man has a friend
nd gives him all the fruit he wants. the Captain

Tongatabu. Sat Aug. 14th/80

and his wife went ashore at 1 o'clock to day. I went in the boat and stopped a couple of hours. it is a very fine Island. plenty of fruit. oranges pineapples Bananas. mammie apples and coccanuts. they have any amount of chicken, & pigs. and horses. there is no water fit to drink on the Island. they use the green coccanut for drink. we knocked off work at. 5.30.

Sun. Aug. 15th/80

Day comes with very fine weather and continues fine all day. all hands called at 6 o'clock. and breakfast at 7. we then washed off deck and set the watch. there was 12 of us went off in the bow boat on a picnic we started at 8 o'clock and got back at 6. we had a jolly time. we went to 4 different islands and got all the fruit we could carry and eat we gathered it all ourselves. then we went in swimming. it was the best day I have had since I left home. the capt went ashore in the starboard boat and took one of the men that is sick to see the doctor. plenty of natives around the ship all day. we have so much fruit that we cannot eat our grub.

Mon. Aug. 16th/80

Day begins with fine weather and continues fine all day. all hands called at. 5.30. breakfast at 7. we were busy breaking out and stowing oil all day in the main hold we had the ship full of natives all day and about 100 canoes strung all around the ship. they are bringing off so much fruit that we will have to stop it we have no place to put it. also shells, mats. [illegible] and other things the capt went ashore in the boat

Tongatabu. Mon. Aug. 16th/80

d took cloth and axes to trade for yams. he bro-
ght back a boat load. our salt fish is going like
t cakes one fish for one bunch of bananas. some of
the bunches 1 man cannot lift. the old lady went
hore to day to stop. every man has got his friend
now and we are having a fine time we did not
find any leak in our oil yet. there was a large
Barkentine came in to day from Auckland. we have
ot two champion Banana eaters aboard. they made
bet of a new shirt to night on it. and one of
them eat 67. the other 56. that was after eating fruit
ll day.

Tues. Aug. 17th 80.

Day begins with very fine weather and continues fine all
day. we were at work all day breaking out and stowing
l. in the main hold [illegible] to day. at 3 o'clock we
[illegible] out hold and scrubbed off. the natives were off
in numbers the same as yesterday nothing but fruit
lying round now. the capt took 2 boats and went off
trading for yams at 9 O'clock got back at 4 o'clock and
oth boats loaded. traded cloth axes & fish. the boat
went ashore after supper to night. there was a schooner
came in to day from Auckland. we also got some mats
and shells. to day. and some sugar cane.

Wed. Aug. 18th/80

Day begins with good weather and continues fine all day
e started to break out oil in the fore hold starboard side
e broke out about 300 bbls. we started to coopering and stow
t again finished two and stowed them down. plenty of
natives and fruit round as usual. no fresh meat in here.

14° Tongatabu { August 1880 } Lat [illegible]
Long [illegible]

Thurs. Aug. 19th 80

This [illegible] [illegible] fine weather but a [illegible] [illegible] [illegible] blowing up. [illegible] we went aboard [illegible] it all day in the [illegible] [illegible] got it all stowed down and then wet it. it [illegible] [illegible] we were going to [illegible] [illegible] we [illegible] up 15 fathoms [illegible] on the port side and gave it to her. the capt [illegible] [illegible] boat ashore and got one of the chiefs and he came aboard the capt gave him the 2 boats and a boats crew and all the stuff for trading and sent him off to trade with the Natives he did not get back to night. we had plenty of Natives and fruit off to day. the capt. & 4th mate both put up a barrel of Limes to take home. our 2nd mate was taken sick in the hold and had to knock off to day. the boats came aboard at 10 o'clock but did not bring many yams as the Natives did not [illegible] them down on the beach

Fri. Aug. 20th/80

This [illegible] with fine weather, but a very strong breeze a blowing all day. it was so rough in the bay that a very few of the Natives came off with their [illegible]. we were at work breaking out oil in the fore hold port side we did not get it quite all up. but we have not found any leak yet. the next heir to the throne here was aboard of us to day his name is Wellington he is a fine looking Native. stands 6 feet 2 in his stocking feet and weighs over 300. the capt went off with him and stopped all the afternoon. the old Lady went ashore to day. the two boats and a crew went off this morning for yams. the same chief went that went yesterday they got back at 9.30 and brought about 3 tons of yams the boys that went had a big [illegible] time. we stowed the yams away and hoisted up the boats.

Longitude (August 1880. { Lat. 21.45 S. / Long. 174.5 W. }

Sat Aug 21st/80

Day begins with fine weather but a very stiff breeze the
ame as yesterday. the Natives could not come off it was
o rough. the two boats went off on shore this mor=
ning and got back at 6 o'clock. they brought about 3
ons. we have got now about 10 tons. we have our two
otatoe pens full. a large locker full and more in casks
e put our potatoes in bags and stowed them between
ecks. we were stowing oil all day foward we did not
et through to night.

Sun. Aug. 22nd/80

Day begins with fine weather not quite so much wind
s we had for 3 or 4 days back. we scrubbed deck this
morning and set the colors. we took our trader ashore
nd the mate took a boat and 10 men with him
nd went off among the islands for a cruise we got
back at night, we got a fine lot of coral and shells
but it is impossible to take care of it aboard the
ship. I would like to take some home. but I do
not think I can. we had visitors aboard from
two ships that are in here trading. the Isabella and
the Agnes Edgell. both of sydney. we broke out
some clothes to trade to day. there was one canoe
come off with fruit and cocoanuts.

Mon. Aug. 23rd/80

Day begins with fine weather and continues fine all day
but a pretty stiff breeze. we finished stowing oil in the
fore hatch at 11 o'clock and started to break out at the
main. there was a French man of war come in to an
anchor. her name is the Devie. she saluted
the king when she came to an anchor. there is

3K August 1880

Mon. Aug. 23rd /80

4 ships in here now. 1 yankee. 1 Englishman 1 German and 1 French. the boat went ashore with the capt. at 11 o'clock and went after him at 5 o'clock. the crew that went for him. got to much Cava ashore. and we had a hell of a time when they come aboard. one man had to be put in irons. their was plenty of natives, and we off to day.

Tues. Aug. 24th /80

Day begins with very fine weather and continues fine all day. the wind has all gone down and it was fearful hot to day. we finished stowing down the starboard side main hatch and started on the port side. we have not found a leak yet. we loosed our topsails this morning and furled them at 2 o'clock. plenty of natives and [illegible] more [illegible] to day. we had gamers aboard to night from the two ships that are in here. we broke out tobacco to day and Pork & flour.

Wed. Aug. 25th /80

Day begins with fine weather and continues fine all day. we finished breaking out and stowing our oil to day at 2 o'clock. we then wet hold and scrubbed ship. we had a big crowd of natives to day. we have got all the bananas now that we can take care of. we sent 2 barrels of pork ashore to day for the king. him and his wife are coming off to the ship to morrow. the capt's wife come aboard to day. our sick man went ashore to see a doctor. we had our foresail & mainsail loosed to day and furled them at 5 o'clock. the Frenchman whaler went out this morning at 6 o'clock. it looks as if we might have a little rain to night and it is terrible warm and close.

August 1880.

Thurs. Aug. 26th/80

Day begins with fine weather all hands called at 5.30 we done nothing until after breakfast we put [illegible] in casks to take ashore to fill with water. we took 6 of them ashore and 4 men were ashore filling but water is scarce here. the boat came aboard at 5.30 and they only filled one cask. we had two boats away to one of the islands for wood we made two trips and got about 1 cord and a half. sawed it up and stowed it below. we broke out all our bread from between decks. and coopered it and stowed it down again. we took 1 barrel of fish to a brig that is here and traded it for a case of matches. we broke out. 8 bags of flour 2 bags of sugar. 4 boxes of soap 4 boxes of axes. 1 barrel of pork. and a lot of cloth. to sell to the king for cash. plenty of natives off today we scrubbed off deck at 4 O'clock.

Fri Aug. 27th/80

Day commences with [illegible] weather [illegible] [illegible] [illegible] [illegible] we broke out water and filled the scuttle butt in the morning after breakfast the water gang went ashore to fill water. we stowed down empty casks in the fore hold. and filled 2 casks with salt water in the main hatch and 2 in the fore hatch. we stowed down [illegible] wood in the main hatch the capt & mate went ashore at 7 o'clock. and took all the trade we broke out yesterday. the boat went after the capt at 9 o'clock. but he did not come aboard. we discharged a sick man to day. the water boat came aboard at 6 o'clock with 3 casks of water we hoisted it in and stowed it in the main hold. we sent a boat mast and boom ashore scrubbed off deck at 5 O'clock. we had a rain to night.

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Tongatabu } August 1880 { Tongatabu

Sat Aug 28th /80

Day begins with fine weather and continues fine all day. we had nothing to do to day. so that we had a regular Picnic with the natives, the ship was crowded with them all day and there was so much fruit come off that we are blocked up. the Capt & his wife come off at 10 O'clock we set the Ensign and the blue peter foward for the Pilot I thought we were going out but we did not get off. the boats went ashore and bring off. 2000 Cocoanuts and 205 bunches of Bananas. the ship is completely blocked up with fruit now. I expect we will sail to morrow. we sent ashore mo seer and 2 clay shovels. there was a german steamer come in to day at 11 O'clock. we had the Natives singing and dancing all day. we also had the Royal Family off. to the ship the King and two of his Grandaughters his wife is so big and fat she could not come off. they stayed to supper and went ashore about 8 O'clock. we had a very good days sport.

Sailed   Sun Aug 29th 80   Sailed

Day Commences with fine weather and winds [illegible] at 5.3 [illegible] Pilot come aboard at 7.30. and we started to heave up anchor and a very heavy [illegible] it took us 3 hours to get our anchor. made sail and started at 10.30. got outside the reefs at 1. O'clock. pilot left us at 11.30. we made all sail and had a stiff breeze carried away the flying jib took in maintopgallantsail at 1 O'clock. got our boats [illegible] and stowed the [illegible] cables and scrubbed deck at 3 O'clock. set the boats up, and [illegible] the mizen topsail at 5.30. [illegible] mastheads up in the afternoon [illegible] stiff breeze to night. course S.W. E.

August 1880

Mon. Aug. 30th/80 { Lat. 22.54 }

ay begins with fine weather we set the main[illegible]
t 6 O'clock we put 200 Cocoanuts down in the run to
[illegible] island. we turned up the starboard boat
[illegible] have her off and paint her for she got all dried up
the boat [illegible] not put in anything [illegible] mentioned
day. we scrubbed deck at 4 O'clock. and took in the
upper topsail, maintopgallantsail, mainsail and reefed the
mizzentopsail. we had a light rain at 7 O'clock. at 8 O
ck it [illegible] to [illegible] up. and rain heavy. and at [illegible] we took in
foresail jib and mizzentopsail and at 11 O'clock it was blowing
nd raining very hard.

Tues. Aug. 31st/80 { Lat. 23.35 }

ay commences with bad weather. at 12.30 we took in the
mainmizzentopsail. and it rained very hard up to 5 O'clock in
he morning. when it cleared off. at 6.30 we set the main
topsail foresail and jib. and at 9.30 it was very fine
eather, we made all sail. we painted the starboard
oat and [illegible] the [illegible] boat. [illegible] the [illegible]
he upperforetopsail yard and sent down the [illegible] to
[illegible]. we stowed down all our dry Cocoanuts. we saw
[illegible] to day. scrubbed deck at 4 O'clock. [illegible]
nd took in the light sail and mainsail at sundown
ur 2nd mate was off duty to day sick. our Bananas are
[illegible] ripe now. we have a great [illegible] every day. I wish
e could see a ship to give her some for a great many
f them will spoil. we are well started out for a
[illegible] season and I hope that we will have a
[illegible] of good luck. so that we can go in the bay
[illegible] to fit for home. we expect now to be in
[illegible] march. and then good bye. New Zealand

September 1880

Wed. Sept. 1st /80 — Lat. 24.2.

Day begins with good weather but a stiff breeze. we set the mainsail at 6 O'clock. we scraped the starboard boat's yard. we raised the foretopsail lifts and tarred them and hung them up to dry. broke out Beef & Pork. scrubbed deck at 4 O'clock. [illegible] in the [illegible] fish that we carried away on sunday. we saw finbacks to day. took in all sail at sundown. we are on the Azores ground again. 2nd mate sick yet.

Thurs. Sept. 2nd /80 — Lat. 23.34

Day begins with fine weather and a very stiff breeze. we made sail at daylight. turned over the boat we painted yesterday [illegible] [illegible]. and broke out water in the [illegible] and [illegible] the 2 casks with salt water. we saw plenty of finbacks to day. we [illegible] a Rooster overboard to day. scrubbed deck at 4 O'clock and took in sail at sundown. set the fore topmast staysail. 2nd mate off duty yet.

Fri. Sept. 3rd /80 — Lat. 24.59

Day begins with rough weather blowing almost a gale [illegible] around and continued blowing all day. we [illegible] [illegible] jib. in the morning at 11 O'clock we [illegible] the [illegible] maintopsail to repair get through and [illegible] [illegible] O'clock. we saw 2 Finbacks to day. we scrubbed the deck and took in sail at sundown. the 2nd mate is off duty still. it looks like bad weather to night.

Sat. Sept. 4th /80 — Lat. 26.1

Day commences with [illegible] weather and [illegible] all day. we set the foresail & jib at [illegible] O'clock. we [illegible] [illegible] in the fish that we started some time ago. we [illegible] [illegible] [illegible] fish and [illegible] the other one out. we had to [illegible] it at 3 O'clock. scrubbed deck at 4 O'clock. took in sail at sundown. nothing set but [illegible] maintopsail.

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September 1880

Sun. Sept. 5th/80

Lat. 26.31

Day begins with very bad weather blowing and raining hard all day. we set the lower foretopsail at 8 o'clock this morning but had to take it in again. we hauled the boat on the upper cranes. there was a large school of porpoises under the bow to day but it was so rough we could not strike any of them. weather looks bad.

Mon. Sept. 6th/80

Day begins with bad weather raining and blowing very hard all night and all day to day. we set the lower maintopsail at 4 o'clock this morning but took it in again at 6 o'clock. the mastheads up and no work going on. we had a Banana match to night. 3 of the boys were in it. Joe. Folger & [illegible] one eat 40 another 37 and the other 26. they would have eat more only they were just after having supper. our Bananas are all going to waste now we cannot eat them.

Tues. Sept. 7th/80

Lat. 27.11

Day begins blowing a gale of wind we took in the main topsail at 2 o'clock this morning and had the ship under bare poles. it continued blowing and raining up to 3 o'clock this afternoon. we carried away the fore topmast staysail and had to set the storm staysail to keep her before the wind. at 8 o'clock to night it moderated and we set the maintopsail. the weather looks better to night. we have had 2 men at the helm for 24 hours.

Wed. Sept. 8th/80

Lat. 27.06

Day begins with pretty good weather we set the lower topsails crossjack mainsail mizzentopsail & jib. we sent in the topmast staysail and repaired it sent it out again and took in the mainstaysail and repaired it and sent it out again at 5 o'clock. we saw a school of porpoises

September 1880

Wed. Sept. 8th/80 { Lat. 27.00 }

at 5 O'clock they came under the bow but did not strike we scrubbed deck at 4 o'clock. the weather looks good to night we got blowed about 20 miles off the grounds during the gale but we are on our way back. our 3rd mate and one of the boatsteerers had a set to to day and the Cooper had a hand in.

Thurs. Sept. 9th/80 { Lat. 26.25 }

Day begins with clear weather but a very stiff breeze we set the foresail & jib. after breakfast we got wood. hauled out water and filled the scuttlebutt and filled two casks with salt water. after dinner we sent down the foresail to repair worked on it until 4 O'clock when a heavy rain squall came up. we rolled it up and put it below and [illegible] up our [illegible] rigging till the repair the foresail. we scrubbed off deck. took in the jib and pumped ship. and wore ship at 6 O'clock. the weather looks squally to night. nothing seen from masthead. 2nd mate off duty yet but getting better.

Fri Sept. 10th/80 { Lat. 26.15 }

Day begins with good weather but a stiff breeze we set the mainsail and jib at 6 o'clock. got the foresail up and went to work on it got through and sent it aloft at 4 o'clock. scrubbed off deck and took in sail at sun down. nothing seen from masthead to day. 2nd mate off duty yet. we are all living on Bananas now so as to not be getting sick at once we have them fried and in pies and duff. and punk. and everyway we can think of but we cannot use them fast enough to keep them from rotting about 40 a day is my allowance now but some eat double that number.

September 1880

Sat. Sept. 11th/80 { Lat. 26.20 }

Day begins with pretty weather, but [illegible] [illegible] 1 Clock. and was fine all day. we sent down the main sail to repair we worked on it all day until 6 o'clock but did not finish it. we put it down below. we saw finbacks all day. took in the foresail and jibs at sundown. did not scrub off to day. 2nd mate sick yet. at [illegible] o'clock the man on the look out raised a sail [illegible] on our weather bow. she was pretty near aboard of us when we saw her as she had no lights out. it was a fine barque under full sail. running free.

Sun. Sept. 12th/80 { Lat. 26.24 }

Day begins with fine weather and continues fine all day. we set our upper topsails [illegible] [illegible] the first time since [illegible] [illegible] [illegible] [illegible] to day. took in sail at sundown. this was a very fine day for this place. I hope we will have more of it.

Mon. Sept. 13th/80. { Lat. 25.46 }

Day begins with clear weather but a stiff breeze. we we set the foresail and jibs in the morning and at 10. o'clock set the upper main topsail. we went to work on the mainsail at 7 o'clock. finished it and sent it up at 2 o'clock and set it. we then brought up the old jib and cut it down to make a flying jib out of it. did not finish it. we scrubbed our deck at 4 o'clock. took in sail at sundown. our 2nd mate is sick yet. and one man [illegible]. nothing in sight to day.

Tues. Sept. 14th/80 { Lat. 25.42 }

Day begins with squally weather, but cleared off about noon[illegible] but a very strong breeze. we set nothing but the foresail. we went to work on our old jib and

September 1850

Tues Sept 14th 50 { Lat 25.42 }

finished it at 2 o'clock and bent it for a flying jib we scrubbed off deck at 4 o'clock and took in sail at sundown. saw nothing from masthead to day. our 2nd mate was on deck to day but not on duty.

Wed Sept 15th 50 { Lat 25.47 }

Day begins with fine weather [illegible] but a strong wind and a heavy sea on. we had nothing set to day but the [illegible], [illegible] making [illegible] to day made 126 fathoms we saw nothing from masthead [illegible] the 2nd mate went on duty to day. we scrubbed decks at 4 o'clock and took in the foresail at sundown.

Thurs. Sept. 16th 50

Day begins with [illegible] weather and a strong breeze. we did not make any sail to day. we loosed the foresail in the morning but did not set it. we had all hands on deck to day breaking out on the starboard side of the mizzen hatch to look at some oil we have got there we found it all right. we broke out a cask of Beef and put it in barrels. opened one barrel for use and a barrel of bread. we also broke out vinegar we got all stowed back at 2 o'clock. we wet hold and pumped ship and filled the scuttle butt. then filled a large cask with salt water we scrubbed deck at 4 o'clock. and furled the foresail at sundown. nothing seen from masthead to day.

Fri Sept 17th 50 { Lat 26.12 }

Day begins with [illegible] weather, but a strong breeze we set the mainsail topsail & jib in the morning. the weather [illegible] [illegible] [illegible] we carried away the main [illegible] to day. we saw a steamer to night at 6 o'clock. scrubbed deck and took in sail at sundown.

September 1880

Sat. Sept. 18th/80 {Lat. 26.33}

ay begins with squally weather but not a very strong eeze we set the foresail mainsail & jib in the morning nd at 10 Oclock set the upper topsails. at 2 oclock set lying jib. we put up the foretopsail lifts. and slushed down main and mizzen. put a half cask of water we had on deck in the scuttle butt. crew at work shiving oil casks. nothing seen to day. [illegible] off tack at 4 Oclock and took in sail at sundown.

Sun Sept. 19th/80 {Lat. 27.24}

ay begins with very fine weather and continued fine all day we had every sail of Canvas set [illegible] and we are on the passage bound to the Right Whale grounds. where I hope we will have good luck we saw a finback to day. the old [illegible] was on a fine [illegible] to day. we took in sail at sun down but kept the foresail & jib set.

Mon. Sept. 20th/80 {Lat. 28.24}

ay begins with good weather and continues fine all day we had a pretty stiff breeze. all sail set running our Course S. E. we rove off new maintopsail braces took the old ones and rove them inward. we also took out a new cutting in fall. put it in the fore hold. crew at work cleaning up tools. we saw two finbacks to day. [illegible] tack at 4 O clock took in all sail at sundown.

Tues. Sept 21st/80

ay begins with a strong breeze. and it rained [illegible] [illegible] not [illegible] until 9 oclock this morning [illegible] in and furled the mizzen topsail at 30 we were steering S. E. at 6 oclock this morn=

September 1880

Tues. Sept. 21st 80

we set the upper topsails foresail & jib and mizzen topsails. and at 10 o'clock set the flying jib. we had all hands on deck to day breaking out on the port side of the mizzen hatch to look at some oil we did not break out in Tongatabu. and we found the leak one cask of Right Whale oil. 124 Gall. leaked out we hoisted the cask on deck and put a new head in it one of the heads was rotten where the oil leaked out. we stowed back and got through at 3 o'clock. we filled the scuttle butt. put a lot of cocoanuts in the sun and took out tobacco. scrubbed off deck at 4 o'clock. and then boarded the main tack. we did not see anything to day but some porpoise. took in all sail at sundown. we were running free all day to the S. & E. weather very fine to night.

Wed. Sept. 22nd 80. {Lat. 30.42}

Day comes in with very fine weather and continues fine all day we made sail in the morning. we sent down the [illegible] in the port fore topsail yard arm. and overhauled it. made new gaskets for the upper fore and main topsail. put them up on the main. we sawed up the old grind stone to make whet stones for the machine. scrubbed deck at 4 o'clock and took in sail at sundown the sun crosses the line to morrow and we [illegible] to have the storm of course.

Thurs. Sept. 23rd 1880 {Lat. 30.31}

Day comes in with fine weather we made all sail at daylight we got out some canvas to make crows nests for the masthead, main and fore. we cut them out and [illegible] put them up. they are made to go

September 1880

Thurs. Sept. 23rd/80 {Lat. 30.31}

round where the men stand to keep the wind off. he we expect to go in pretty cold weather, for Bull whales. it is begening to get quite cool now at masthead e went [illegible] after dinner and [illegible] ship and take out a barrel of [illegible]. we did not see any thing to day. the sun crossed the line to day at 4 oclock A.M. we scrubbed decks at 4 Oclock and took in sail at sundown. weather very fine to night.

Fri Sept. 24th/80 {Lat. 32.08}

Day comes with good weather but a strong breeze. we [illegible] the foresail mainsail & jib. we finished the [illegible] rests for the fore & main and put them up and it makes it quite comfortable standing mastheads now. we made one for the mizzen mast to day but did not put it up. we were painting the new cutting falls to day but did not finish. we scrubbed deck at 4 oclock and took in sail at sundown. we saw plenty of Sulphur Bottoms & Finbacks to day.

Sat. Sept. 25th/80 {Lat. 33.24}

Day commences with fine weather but a strong breeze to day we set the mainsail foresail & jib. finished the [illegible] rest for the mizzen but did not put it up. we have put 2 casks of flour from the main hatch and put them in the fore hold to have it handy. saw plenty of spouts but not the right kind. we scrubbed deck at 4 oclock took in sail at sundown and wore ship.

Sun. Sept. 26th/80 {Lat. 34.03}

[illegible] comes with good weather but a stiff breeze. we [illegible] mainsail & jib in the morning and [illegible] we set the [illegible] and [illegible]

September 1880

Sun. Sept 26th/80 { Lat. [illegible] }

2 o'clock set the flying jib. we had a squall at 3 o'clock hauled down the flying jib. but set it in half an hour again. we [illegible] the halyards hauling it up and [illegible] them again. we put the crows nest up on the mizzen to day. saw one finback to day. [illegible] [illegible] [illegible] [illegible] steering [illegible] to day. [illegible] [illegible] [illegible] [illegible]

Mon. Sept. 27th/80 { Lat. 33.32 }

Day begins with good weather and Continues until [illegible] we made all sail to day. nothing doing to day. we [illegible] [illegible] the new cutting falls and cleaned up the [illegible] we knocked off deck at 4 O'clock. we started to run [illegible] at 5 O'clock to night. and at sundown took in all sail but kept the foresail out. we saw a number of Fin Backs to day. it is growing colder every day. and the crows-nests are quite comfortable.

Tues. Sept. 28th/80 { Lat. 34.32 }

Day begins with good weather but a very stiff [illegible] [illegible] set the mainsail at 7.30 this morning running [illegible] [illegible] [illegible] [illegible] and we took in the mainsail at 12.30. and at 5 O'clock took in the foresail. at 6 O'clock it was blowing hard. took in lower foretopsail and mizzen [illegible] and set the storm staysail. looks like [illegible] [illegible] we made a lot of ravings to day. [illegible] [illegible] [illegible] [illegible] nothing seen [illegible] [illegible] to day.

Wed Sept. 29th/80 { Lat. 35.[illegible] }

Day begins with rough weather and a stiff [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] set the foresail + mainsail [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

September 1880

1 Wed. Sept. 29th/80 {Lat. 35.04}

[illegible] fore topsail and put new gaskets on the yard [illegible] out [illegible] to day [illegible] off [illegible] at 4 o'clock and took in sail at sun down. [illegible] we will be where we got our Right whales last [illegible] but we have not seen anything yet.

2 Thurs. Sept. 30th/80 {Lat. 35.23}

Day comes with calm weather and continues [illegible] with a [illegible] little wind. we set the upper [illegible] [illegible] morning and squared the yards. we [illegible] the [illegible] at 10 o'clock [illegible] [illegible] we also [illegible] some humpbacks to day. plenty of birds around the ship and they are very hungry. we scrubbed decks at 4 o'clock took in sail and furled ship at sun down. we are still running with square yards.

October 1880

3 Fri Oct. 1st/80 {Lat. 36.40}

Day comes with [illegible] weather at 11.30 we braced up the yards and luffed to the wind on the port tack at 6 o'clock this morning we kept off again [illegible] the [illegible] but did not set it. at 12 o'clock it began to blow pretty stiff we luffed to the wind on the starboard tack and furled the mainsail. [illegible] blowing and rained a little. and at sundown took in lower [illegible] and mizzen topsail. Cooper set up [illegible] cask and plugged [illegible] we set the boats on the [illegible]. put new [illegible] round the [illegible] boat. and scrubbed deck at 4 o'clock. weather looks bad to night.

October. 1880.

Sat Oct. 2nd 80

Day begins with a gale of wind and continued raining and blowing up to 5 O'clock to night when it stopped blowing but still raining we did not make any sail to day we had one masthead until 9 O'clock. we made [illegible] [illegible] to day broke out flour and scrubbed decks at 4 o'clock

Sun. Oct 3rd/80 { Lat. 34.01 }

Day begins with a dead calm with a heavy sea on after the blow and the ship is rolling very heavy. we made all sails this morning and at 9 O'clock a light breeze sprung up which lasted all day. we had to break out water bread and molasses. to day it was so rough for 2 or 3 days back that we could not break out so we had to do it to day. we [illegible] [illegible] [illegible] the boat got overboard this morning at daylight we had to lower a boat and pick it up. sun backs in sight all day. and a very large sun fish passed close to the ship at 3 o'clock this afternoon. the old Lady gave some reading [illegible] to day. we took in all sail at sundown. no sign of Right Whales yet. very fine weather to night.

Mon. Oct. 4th/80 { Lat. 36.15 }

Day begins with good weather but a [illegible] [illegible] [illegible]. it was a little squally all day with light showers in the [illegible] and [illegible] in the morning. [illegible] [illegible] casks in the forenoon. and setting up new [illegible] in the afternoon. we saw sun backs to day. and a very large flock of birds there was thousands of them. [illegible] [illegible] [illegible] many days to day. there is no sign of any Right Whales yet. we [illegible] [illegible] decks at 4 o'clock and took in sail at sundown weather fine to night.

October 1880

Tues. Oct. 5th 80 {Lat. 36.24}

Day begins with fine weather and continues fine all day we made all sail at daylight. got a [illegible] out over the fore hatch and broke out more shooks. and set them up in the forenoon in the afternoon the cooper was at work [illegible] casks but did not finish the whole set is one now. 19 casks [illegible] 40 barrels. we stowed down all that was finished we [illegible] our [illegible] to day Finbacks & Humpbacks in sight to day and also [illegible] & birds. but no Right Whales. scrubbed off deck at [illegible] oclock and took in sail at sundown. weather fine.

3 Right Whales Wed. Oct. 6th 80 {Lat. 37.08, Long. 166.18}

Day begins with [illegible] weather and [illegible] we did not make any sail at all to day. at 6 [illegible] we [illegible] one of our [illegible] we had to [illegible] out and lash it as we had a hard job as the [illegible] [illegible] cooper was at work [illegible] casks and got through at 4 oclock we [illegible] not [illegible] to day at 1 oclock we raised a Right Whale on our lee beam but one mile off [illegible] all hands and got the boats ready. but the whale was going to windward like a race horse. and [illegible] he was out of sight. plenty of Finbacks and Sulphur Bottoms in sight all around. we scrubbed off deck at 4 Oclock. then the wind went down and it began to rain we furled the mainsail and mizzen [illegible] at sundown. we may expect to lower for Whales any day now.

Thurs. Oct. 7th 80

Day begins with [illegible] calm and raining [illegible] and continued raining until [illegible] the morning when it cleared off but still a [illegible] the

Thurs. Oct. 7th /50

watch went up at 5.30 this morning and at 6 O'clock raised a Right Whale 4 points on our lee bow about one mile off the watch went aloft and one man came down and called all hands and got the boats ready and they got breakfast at 7.30 we lowered 4 boats and chased all day until 4 O'clock when the 4th mate went on but did not strike they went to windward and the boats come aboard. hoisted them up and all hands got dinner. at 5 O'clock we raised 2 more 2 points on our lee beam we lowered the Larboard and Bow boat. got close on them but could not strike they went to windward to. the capt set the signal to Come aboard as it was getting late and began to rain got aboard at 6 O'clock. took in all sail and all hands got supper. I expect we will see them tomorrow if the weather is favorable.

Fri Oct. 8th /50 } Lat 37.03 Long. 167 18

Day Commences with a dead calm. whales spouting close to the ship about 1 or 2 O'clock. we can hear them but cannot see them. at daylight we raised all sail but did not get any for there was no wind. at 6 O'clock raised 4 Right Whales on our lee beam but we were lying in a calm. we called all hands at 6.30. and got breakfast. there was a squall come up and a breeze we made all sail. but when we saw the whales they were to windward. we raised 2 more on our lee beam we went a while and hauled up the mainsail we did not see them again until 12.30. when we raised them again to. called all hands and lowered away the 2nd and 4th mates. just after the 2nd mate got away from

Fri. Oct. 8th. 50

he ship he carried away his mast as there was a
retty stiff breeze. we then lowered away the 3rd. mate
s oars as he got down the 4th mate struck one
ith the bomb gun and killed him but he sunk
the 1st mate then lowered away and came down
o the other boats. we got 3 lines fast to the whale
but the line he was on parted and down he went
ll the boats came aboard and hoisted up. we broke
ut a new line for the 4th mate and coiled it down
e also lost his gun in the whale. we raised a sail at
o'clock. a large merchant bark. running free. in sight at
ark. at 4 O'clock raised Right Whales on our weather bow
ut could not lower for them. in sight at dark. on our
eather beam. we took in maintopgallant sail at 12
clock. scrubbed deck at 4 O'clock and took in all
ail at sundown. we are seeing plenty of Whales but
aving very bad luck.

Sat. Oct. 9th. 50

Commences with very bad weather raining and
ith plenty of thunder and lightning at 12.30 we took
in the mizzentopsail and lower fore topsail. at
5 o'clock it cleared up but a dead calm and a
hen [illegible] wind we caught 2 casks of rain water
we raised whales at 5.30 on our port beam call-
ed all hands and lowered the Larboard and Bow
boats. made all sail after the boats lowered. they
ulled up to the whales and gallied them and
ame aboard at 7 O'clock. all hands got break-
ast. whales in sight all the time but no
ind. at 10 O'clock got a breeze and raised whales

Sat. Oct. 9th/80

right ahead [illegible] [illegible] hands lowered the Larboard & Starboard boat. at 10.30 the Larboard boat struck but he was a bad whale. sounded very deep took all the 2 tubs of line from the Larboard boat. and half a tub from the Starboard boat. they thought he was dead. the capt lowered the Bow Boat to help them kill him but they had to cut line before we got there. all boats Come aboard at 1 Oclock. and all hands to dinner then at 1.30 raised a whale kicking and making a white water on our weather beam. lowered the Waist and Bow Boat and pulled up to him it turned out to be the whale that the Larboard Boat struck and he was dead. we got all our line and towed him to the ship got him alongside at 4 Oclock. took up the Boats took in sail. spliced the main brace. and got our cutting falls up. and commenced cutting in worked till 7.30 but did not get through. we got all in except the body. all hands had supper and first watch [illegible] first watch on deck. and it is a splendid night I think the whale will make about 80 barrels. there is a [illegible] number of birds around the ship after the [illegible].

Sun. Oct. 10th/80

Day begins with fine weather. we set up all the [illegible] and [illegible] and cut out all the bone. called all hands at 5 Oclock. began cutting in got breakfast at 6 Oclock got through cutting in at 8 Oclock. [illegible] down [illegible] and [illegible] and cleaned them. got the machine [illegible] got the works ready. started the fires and commenced trying out at 11 Oclock. [illegible] went [illegible] at 12 Oclock the weather began to change after dinner and

Right { October 1880 } Whales

Sun. Oct. 10th/80

[illegible] began to blow. took in the lower foretopsail at [illegible]30. at 4 O'clock got our smoke sail up and at [illegible] O'clock it was blowing pretty stiff took in the mizzen topsail. and at 11 O'clock took in the foresail and furled it. and set the forestaysail. it is blowing and raining now. and a very bad night for trying out. we saw Right Whales early this morning on our lee bow. but we were cutting in and did not lower they went to windward. we are standing try watches to night.

Mon. Oct. 11th/80

Day comes in with very [illegible] weather [illegible] raining and blowing. we are [illegible] trying out. at 6 O'clock this morning it cleared up. but blowing and a very heavy sea. we did not make any sail to day. one man at masthead but nothing seen. we broke out Beef & Pork. and were through at 5 O'clock. we have got the last of the blubber in the pots at 12 O'clock to night. weather is very rough. we had more birds around the ship to day than ever we had before. we had a large [illegible] Albatross on deck. our whale will turn up about 42 barrels.

Tues. Oct. 12th/80

Day [illegible] [illegible] [illegible] wind and continues [illegible] [illegible] day. we got through trying out and cooled down at [illegible]30 this morning. busy all day cleaning up and stowing [illegible] trying out gear. broke out water and filled the scuttle butt. wet hold in the afternoon. [illegible] [illegible] a number of [illegible] [illegible] [illegible] oil. raised a spout at [illegible] but it was a Fin Back. made one [illegible] to the [illegible] [illegible] no sail at all on to day.

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{ Right { October 1880 } Whales }
Wed. Oct. 13th 80

Day commenced with nice weather. at 5 o'clock we [illegible] the lower fore topsail and mizzen topsail. and at [illegible] [illegible] [illegible] [illegible] & [illegible] we then got up a [illegible] [illegible] the main [illegible] & stow down [illegible] [illegible] [illegible] on deck. at [illegible] [illegible] it was very fine weather and we made all sail. but saw nothing from masthead. there was any quantity of birds around the ship to day. we got through stowing down at 2 o'clock. [illegible] 2 Casks of fresh water on deck. then we scrubbed ship and pumped ship. took in all sail at sundown. [illegible] [illegible] [illegible] 40. Barrels.

{ Whales } Thurs. Oct. 14th 80 { Lat. 37.14 } { Whales }

Day [illegible] [illegible] [illegible] weather we made [illegible] [illegible] night and [illegible] the [illegible] [illegible] [illegible] [illegible] raised a spout on the starboard beam. [illegible] [illegible] were Right Whales. called all hands and got [illegible] [illegible] [illegible] they were Fin Backs. we then got to work on our [illegible]. at 9 o'clock raised whales again Called all hands and turned to the winds. but they were Fin Backs, to one come right alongside of the ship we [illegible] away again and at 11.30 we raised a spout on our starboard beam turned out to be Right Whales Called all hands and got dinner. at 12.30 we lowered the Bow & Waist boat. the Bow Boat struck the mate lowered away and came to help us. but [illegible] [illegible] turned up when the other boat came to [illegible] got him alongside at 4 o'clock. hoisted the boats. took in sail. & hooked the main Block got up the [illegible] and commenced cutting in. it was moonlight and we got him in at 9 o'clock. [illegible] [illegible] [illegible] [illegible] the [illegible] one first watch [illegible] watch [illegible].

Right { October 1880. { Whales }

Fri Oct 15th 80

Day begins with very fine weather we have got our head
d bone all cleared away. and the tongue and lips and
ins all cut up. we did not take down our tackles this
morning. but hoisted them up to the rigging for we expect
to see more whales soon. got in all our try gear and started
the fires at 5 o'clock. the blubber is very fat and trys
out quick. at 12 O'clock to night there is 48 barrels turned
up. we did not see anything to day. we set the sail
in the morning and took it in at 5 O'clock there is
a great number of birds around us all the time. we
make out stow to day.

{ Whales { Sat. Oct. 16th 80 { Whales {

Day begins with fine weather. busy trying out on
the body all tried out at 12 o'clock noon and then
started on the tongue got through about 4 O'clock
turned up 72 barrels. at 1.30 we raised whales on our
lee bow. called all hands and lowered the Larboard
and Starboard Boat. they gallied the whale and she
went to windward boats came aboard and hoisted
up at 2.30. at 15.3 we raised 2 more on our lee
bow. called all hands and lowered away the Bow
and Waist Boat. chased until sundown but did
not get fast. the whale come close to the ship and
the mate got his Bomb gun to shoot him. but
he gave no chance. the whale did not go very far
the Boats come aboard at 6 O'clock. we took
in sail before the boats come aboard. there is
plenty of Whales around here now and I think
we will have better luck than we have had. the
weather is fine and not wind enough for the boats.

Right; October 1880; Whaling

Sun. Oct 17th 80 ; Lat. 30.39

Day begins with very fine weather and a very light breeze [illegible] at [illegible] we raised a right whale 3 points on the lee bow [illegible] hands had breakfast and we lowered the Larboard & Starboard boats and gave chase we chased him until 11.30 and had to give him up for we could not get on him. we think it was the same one that we were after yesterday and he has been chased so much that he has got cunning so that he keeps just out of reach of the boats. that was the only one we saw to day we [illegible] to [illegible] our maintopsail and mizzen topsail to [illegible] scrubbed deck early this morning at 4 o'clock we [illegible] some oil and stowed down all our try gear and [illegible] took in all sail at sundown we are having splendid weather now the moon is full and the nights are as bright as day we will stow down oil to morrow I think

Mon. Oct. 18th/80

Day begins with very fine weather and continues so [illegible] there was no breeze at all and it was very warm we made sail in the morning and then got our [illegible] up and had all hands on deck stowing down oil we stowed it on the [illegible] side of the main hatch it stowed [illegible] we got done at 4 o'clock and then scrubbed ship. supper at 5.30 the days are so long now that we have changed the supper time from 5 o'clock until 5.30. we saw nothing at all [illegible] [illegible]. there was a sunfish passed close to the ship broke out tobacco. [illegible] & [illegible] ship. and took in sail at sundown.

Tues. Oct. 19th/80

Day begins with very fine weather [illegible] [illegible] in the morning [illegible]

Tues. Oct. 19th /80

... time for this boat and towed it. and [illegible]
the breakfast we started to seize bone. at 9.30 we raised
whale on our lee beam 2 miles off. we squared the yards
d run down but did not see him. we hoisted to the wind
15 minuits we saw him again. we stopped and lowered the
board & Bow boats. we chased him but could not get on
im. he went to windward the boats Come aboard at. 11.30
e wore ship and saw the whale Coming to leeward all
ands had dinner and at 1. o'clock we lowered the Lar-
board. & Starboard boat. they got close to him but did
ot fasten. Come aboard at. 3. o'clock. we went scraping
bone until 4 o'clock. when we scrubbed off deck. while
e were at work. raised a spout on our lee beam two
ff but it turned off to be a Finback. it began to breeze
n and we hauled to the wind and took in the upper
tsails and flying jib. and turned them. at sundown
we took in the rest of our sail. and they kept singing
ut for Whales at masthead until dark. but could not
make out what they were. we are having bad luck now.
ur 2nd mate is sick to day. so the mate lowered [illegible]

Wed. Oct. 20th /80

Day begins with rough weather there was a stiff breeze
nd rainy weather and rain we could not see more than
ne mile from masthead. no mastheads after 3.30. we
et the foresail & jib in the morning. we cleaned all
ur bone to day got through at 4 o'clock. then scr=
ubbed off deck we stowed down the bone in the
main hatch. at 5 o'clock we took in everything only
main topsail set all the boats on the upper cranes. the
weather looks very bad to night and it is raining.

Thurs. Oct 21st/80 } Lat. 37.04

Day begins with rough weather raining and blowing but [illegible] morning the wind went down and it Come in foggy and continued thick and rainy until 10 Oclock when it cleared off mastheads then went up. and we made all sail. and [illegible] the boats on the lower cranes. nothing doing to day all hands washing clothes. we put new gaskets on the main sail. scrubbed deck at 4 Oclock. at 5 Oclock saw a Fin Back on our weather beam. and at 8 Oclock there was one alongside. the weather is fine to night. we have 2 men sick forward. and one of them is pretty bad.

Fri. Oct. 22nd./80 } Lat. 37.35 }

Day begins with fine weather but a light breeze. we made all sail this morning. raised a spout at daylight but it was a Fin Back. we broke out Beef & Pork to day. broke out Soap and furnished all hands. Cooper at work shaving oil casks. we overhauled a lot of running rigging to day. at 10 Oclock raised a spout and saw flukes. kept the ship off but did not see it again. saw a school of porpoise at the same time. scrubbed off deck at 4 Oclock. at 5 Oclock saw another spout. kept off. but it was a Fin Back. we took in all sail at sundown. weather fine to night.

Sat. Oct. 23rd/80 } Lat 37.32 }

Day begins with [illegible] weather. [illegible] morning [illegible] we set the mainsail at [illegible] Oclock. [illegible] [illegible] we hauled down the jib. and [illegible] down. at 10 Oclock it cleared up. we raised a spout [illegible] [illegible] [illegible] at 12 Oclock we set the mainsail. [illegible] [illegible] hauled down the mainsail. [illegible] deck at 4 Oclock. at 5 Oclock we hauled up the main

Sat. Oct. 23rd/80 } Lat: 37.02 }

il and hauled down the jib and furled it. at 6.30
he weather looked bad took in and furled all sail except
mainsail set up the boats on the upper cranes. it
also raining. Cooper off duty to day sick.

Sun. Oct 24th/80 { Lat: 36.42 }

Day begins with pretty rough weather but at 5 O clock this mor-
ing it calmed down some. we gave her the fore & mizzen top-
sail mainsail & jib. and set the boats on the lower cranes
at 10 O clock set the upper topsails and mainsail saw
Fin Backs twice. took in all sail at sundown the
weather is very fine to night.

Mon. Oct 25th/80 Lat. 37.05

Day begins with good weather but cloudy. we made all sail
at daylight. broke out Butter this morning. we were busy all
day overhauling and repairing the suction hose. saw nothing
but Fin Backs seen to day. at 5 O clock there was a strong
breeze. we hauled up the mainsail. lowered the upper topsails
and took in flying jib and at sundown took in all sail
we have lost run of the Right Whales and I dont know if
we will see them again or not. we have been running free
to day steering to the S. & W. weather cloudy to night.

Tues. Oct. 26th/80 { Lat 36.57 }

Day begins with cloudy weather and continues so all day
with rain squalls. we squared the yards in the morn-
ing. and run off until 9 O clock. when we hauled to the
wind on the port tack. we wet the hold and pumped
the [illegible] [illegible] saw one Fin Back to day. we did
not make any oil to day. we took in the lower fore
and mizzen topsail. it is raining hard to night. we
[illegible] all clock at 4 [illegible]. at 9 O clock it began

October 1880.

Tues. Oct. 26th/80 {Lat. 36.[illegible]}

to blow. we took in the maintopsail. and had the ship un[illegible] [illegible] and it is blowing hard.

Wed. Oct 27th/80 Lat 37.40
Long. 167. W.

Day begins with [illegible] weather raining and blowing off a [illegible] the wind went down and it got calm and continued calm all day. and raining steady all day. we kept mast heads up in the rain from 9:30 until 4 o'clock when we were called down. we set the maintopsail at 6 o'clock and at 8 o'clock [illegible] and had to make sail to get her around. we loosed all the topsails fore sail & jib and got her on the starboard tack. no work doing. [illegible] washing clothes and catching water. we took in everything at 8 o'clock except maintopsail. one of the [illegible] men [illegible] had to stay out of the wind.

Thurs. Oct. 28th/80

Day begins with wet weather raining steady all night and day up until 12 o'clock to day when it cleared up we did not make any sail until 12 o'clock. we set the fore and mizzen topsails. foresail & jib. Finbacks around the ship all night masthead went up at 11 o'clock. and there was Finbacks in sight everywhere. we never saw them so thick. at 4 o'clock we had a heavy squall mastheads come down. we hauled down the jib and furled it. and hauled up the foresail at sundown we furled everything except maintopsail and at [illegible] weather looks bad. we had [illegible] flour to day. no sign of Right Whales yet.

Fri. Oct. 29th/80 {Lat. 35.10}

Day begins with [illegible] weather at 1 o'clock in the morning it began to breeze up strong and at 3 o'clock it was a regular gale. at 4.30 we took in the maintopsail and

October 1880.

Fri Oct. 29th/80 { Lat. 38.10 }

[illegible] it and put all the boats on the upper cranes it continued to blow and rain all day. at 5 o'clock it began to moderate some we wore ship and gave her the main=trysail to keep her steady for there was a heavy cross sea on and the ship was rolling heavy. our bread gave out to day. but we could not break out. it was so rough. we took the head out of a cask between decks and got some out to use until we get better weather. it continues squally to night. and a heavy sea on. the sick men are better to day this is the first time the ship was under bare poles all day since we left home.

Sat. Oct. 30th/80 { Lat. 37.38 }

Day comes with a little better weather. the wind has gone down considerable but there is a very heavy sea on. we set the lower sails and mizzen topsail and foresail. we broke out Bread to day. out water and [illegible] ship we were running free all day. steering to the N & W. we set the jib at 4 o'clock. scrubbed deck at 4 o'clock. took in foresail & jib at sundown. saw Fin Backs from masthead. weather pretty good to night.

Sun. Oct. 31st/80 { Lat. 37.19 }

Day comes with calm weather and continues fine all day. we made all sail in the morning. there was a heavy sea on and the ship has been rolling heavy all day. we saw plenty of Fin Backs from masthead to day. one of our sick men is better and went on duty to day. the other one is getting better. the [illegible] got some new canvas on the after house and handed it to stitch a leak. we took in all sail at sundown. no sign of any Right Whales round. Lat. 37.10.

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Right } November 1880 { Whales

Mon. Nov. 1st /80 } Lat. 39.19 {

Day comes in with fine weather and continues fine all day. we made all sail at daylight and at 6 O'clock we [illegible] down to [illegible] a whale or [illegible] and sent [illegible] at 10 [illegible] and down the fore tack. we then sent down the upper main topsail and was at work on it. when we raised a whale [illegible] 3 points on our weather bow. at 3.30. we then saw a spout. we saw it was a Right Whale called all hands and lowered the Waist & Bow Boat pulled up to windward about 2 miles and set sail. there was 2 Whales the Bow Boat struck at 15. 6. the Waist boat Come up and tried to strike the loose Whale. but the fast one struck his boat. and broke 2 oars and a harpoon. so that he did not fasten. we then killed the fast Whale. and had him turned up at sundown. there was no wind so we had to tow him to the ship. the Starboard Boat come to help us. we got aboard at 11. Oclock. hoisted the boats took in sail. spliced the main brace. and got supper watch set. at. 15.12.

Tues Nov. 2nd /80

Day comes in with very good weather watch come on deck at 2.15. and the Starboard watch went below all hands turned to at 4.30. we got everything ready and [illegible] cutting in at 5 Oclock and had him all aboard at 11.[illegible] we [illegible] in fluke chain and had dinner. all hands after dinner [illegible] and we got through with the head tongue and [illegible] finished the work at 3 oclock. the weather is very [illegible] 3 [illegible] in sight all day. and at sundown raised 2 Right Whales but it was to late to lower. we [illegible] in the morning. the [illegible] night. watch set at 6 o-clock. until [illegible]

Right } November 1880. { Whales

Wed. Nov. 3rd/80

Day begins with fine weather. the watch came on deck. at 12.30 and we were ship we are busy trying out the officer & Boatsteerer went to masthead at daylight and raised 2 Right Whales on the lee quarter we wore ship and went down. we called all hands at 6.30. and had breakfast and lowered the Larboard and Starboard boats at 7 o'clock. we then raised 2 more right whales. close to and we lowered the Waist Boat and the Whales smelled the smoke and went off and the Waist Boat came aboard the other 2 boats raised their Whales and the Larboard Boat struck at 8.30. killed him quick and got aboard at 10.30. we fluked him and hoisted up the boats and hooked the main block. all hands to dinner, then we got ready and began cutting in. got him all cut in at 2 o'clock. we kept trying out all the time at 7 o'clock to night we had 65 barrels turned up. we took all sail to night; the both whales are very fat. I think that they will stow down 150. all hands went to supper at 7.30 and the watch is set at 8 o'clock. weather fine to night.

Thurs. Nov 4th/80

Day begins with fine weather. at 1.30 the watch came on deck we are busy trying out. our first Whale turned up then near 150 bbls. we got through with his blubber at 7 o'clock this morning. we raised a number of Right Whales. 3 boats in the water here. but they showed no chance. we set the fore & mizzen topsail & jib. this morning. it began to breeze up pretty stiff in the after noon. we took in the jib. at 4 o'clock we raised a lot [illegible] and took in the topsails. the water was full of Finbacks, and Right Whale feed this afternoon.

November 1880

{Right} Fri Nov. 5th /80 {Whales}

Day begins with fine weather but at 12.30 it came in squally and began to rain and blow and it kicked up a heavy sea we took in and furled the foresail and set the storm stay-sail. we were busy trying out. at daylight it was very rough we had to run about 60 barrels of oil in the tank so as to get the weight of deck. we had a very hard job. as it was raining and blowing very hard. at 8 O'clock it cleared up and turned out to be a very fine day. in the afternoon we had all hands on deck stowing down in the main hatch on the starboard side. we took about 100 barrels of deck got through trying out at 6 O'clock the two Whales turned out 172 barrels. we cleaned up the works and try gear. stowed the rest of the oil that was left on deck we set the foresail at 10 O'clock and set the jib at 1 O'clock. and at sundown we took in the jib. we raised a Whale at sundown on the weather bow. but could not make out what it was. we did not have supper until 7 O'clock to night. the weather is fine

Sat. Nov. 6th /80

Day begins with very fine weather and continues so all day we [illegible] at stowing [illegible] [illegible] [illegible] had the main hatch on [illegible] off at 10 O'clock sent down the tackle and put it up over the mizzen hatch and broke out the starboard side and began stowing we had all hands on deck. we raised a whale at 10 O'clock on our lee bow but did not make out what he was. at 2 O'clock raised a Right Whale on our lee beam. kept off and lowered the Waist & Bow Boats. and pulled to him, when he saw the Bow Boat and started off to windward. we chased him for an hour and a half and gave him up. came aboard at 4.30. at 5 O'clock

Right November 1880 Whales

Sat. Nov. 6th. 80

e came down close to the ship and we lowered the Bow
oat again but the Whale was wild. he saw the boat and
ent off to windward like a race horse. came aboard at
o'clock. we had our foresail and jibs set to day also the
ying jib. took them in at sundown. we broke out R.
rk to day. we will have to work all day tomorrow
towing down. we have Boats crew watches to night
n we are not getting any day watches now.

Sun. Nov. 7th. 80

ay begins with fine weather. we began stowing down at
aylight and worked all day but did not get through. we
ised Right Whales at daylight 3 points on our weather bow
d 3 miles off. there was two large schools of them but we
uld not do anything with them they were to far up to
windward. they were in sight nearly all day. we set the
oresail and jibs this morning. after dinner it began
o breeze up very strong. we took in the foresail and
ibs and at 6 o'clock took in lower fore and mizzen
psails. the weather looks bad to night. we have got the
tarboard side of the after hold stowed off. we have
asks of oil on deck to stow down in the fore hatch
omorrow also a lot of meat. we stowed off the blub-
ber room to day. broke out molasses. we have boats
rew watches to night. [illegible]

Mon. Nov. 8th. 80

ay begins with a gale of wind and rain but near
night it stopped blowing and continued raining up
to 4 o'clock this afternoon we wet hold and scrubbed off
eck this morning no work going on. we caught a cask of
ater to wash with. no sails made to day and no mast heads.

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November 1880 Lat: 37.55

Tues Nov 9th Long: 166.15

Day begins with a strong breeze and cloudy weather with a [illegible] sea on. we set the lower fore & mizzen topsail in the morning. got a tackle up over the fore hatch to stow down the rest of our oil. and provisions we had on deck. we [illegible] scuttle butt. and got all cleaned up at 4 o'clock we [illegible] [illegible] deck. we broke out a set of shooks and left them handy as we might want them soon. we [illegible] [illegible] [illegible] way to the [illegible] [illegible] [illegible] [illegible] [illegible] so we [illegible] [illegible] to get to the [illegible] [illegible] we [illegible] the [illegible] at 4 o'clock and the jib at 6. [illegible] [illegible] and mainspencer [illegible] [illegible] [illegible] [illegible]

{ Right } Wed. Nov. 10th 1880 } Whales { Lat. [illegible]

Day begins with good weather and a fine breeze. we made all sail at daylight. after breakfast we got our maintopsail [illegible] to repair. the one we were working on when we raised our first whales. we were not quite done with it when we raised Right Whales on our lee beam just at 12 o'clock. we put the topsail below and all hands [illegible] dinner. we lowered the Larboard and Starboard boats and at 2 o'clock the 1st mate struck. there was 3 or 4 of them in a bunch and he got stove. they lifted the boat 20 feet out of water. knocked her bottom out but no one got hurt. the 4th mate took his line and the ship picked up the mates crew. we then lowered the bow and waist boats to help the 4th mate to kill the whale. we got him turned up and alongside at 4 o'clock. we took in sail. hoisted the boats and spliced the main brace. we had a hard time cutting in it was raining and blowing all the time got him cut in at 12:30. all hands went to supper.

November 1880

Thurs. Nov. 11th /80

ay begins with bad weather. when we got [illegible] at 12.30 the morning all hands turned in only one man on deck ause every one got wet through and the weather was so that could not do much. all hands were called at 5 o k. we cleaned our head and [illegible] out [illegible] the [illegible] t and got the scalp overboard. got the try [illegible] the works ready. and started them at 9 o'clock. he port watch then went below. we turned the mates at over to repair her and the cooper started on her. e set the foresail & jib. fore & mizzen topsail. but it gan to blow again after dinner. we took in the jib oresail. lower fore & mizzen topsail there is a very heavy ea on. and we only have half pots on. the whale is mall. we did not see anything to day. and we are tanding try watches to night. broke out butter to day.

Fri Nov. 12th /80

Day commenced with very rough weather. the [illegible] came n [illegible] at 12.30. we are buisey trying out. but it is very bad [illegible] as we cannot get any [illegible] in the pots. o sail made to day. and no one [illegible] [illegible]. we [illegible] ed some oil at 4 o'clock. cut our blubber [illegible] and leaned out blubber room. and stowed down empty sks and scraps we got through trying out at 10.30 urned up 73 barrels. we cleaned up everything and towed down the machine and boxes and all the ygear. our 4th mate was off duty sick to day. the eather is somthing better to night. the whale was a ery small one. he surprised us all. when he turned so much. as we [illegible] him over 50 [illegible]. he was ery fat. to morrow we will work on the bone.

Right } November 1880 { Whales

Sat Nov 13th /80 } Lat 37.43 }

Day begins with rough weather. the watch coming on deck at 12.30 the decks were all cleared up. and the try gear was turned down. at 4 Oclock the Port watch turned up and we then turned the water boat on the cranes and the Cooper was at work on her all day yesterday and to day he finished her to night. we then started to scrape bone at 6 Oclock we scraped all day. done about one hundred and a half. stowed it in the rocker aft. we knocked off at 4 oclock and coopered a lot of oil. and scrubbed deck again at 5 Oclock. there was a strong stiff breeze with rain squalls all day. no sail made to day only 2 men at mastheads. plenty of Fin Backs in sight our 4th mate off duty yet. we had a new crew in the starboard boat. we started him lowering the whale.

Sun Nov 14th /80 } Lat 37.31 }

Day begins with a light breeze. we made all sail in the morning. after breakfast we finished our main topsail and bent it aloft. we then turned the water boat inside and lashed [illegible] then put the rigging in her in the day watch we put her craft in and she is all ready for whaling again we have to work on Sundays now. on account of taking all mastheads. we manned to day and a man at the helm it was calm this afternoon and to night we took in all sail at ~~day~~ sundown. we had an Albatross on deck and took some wing feathers to make pens and tooth picks. I expect we will stow down to morrow.

Mon Nov 15th /

Day comes with nice weather. [illegible] men at mastheads [illegible] the 3rd mate

Mon Nov 15th /80

...ised 1 Right Whales off from deck 2 of them they were
...nd 2 miles right up on our weather beam it was just
[illegible] called the night was fine and called all hands
...d lowered away the Bow & Waist Boats the Whales went
...ind to leeward. and the boats were close on them all
the time chased them until 9 O'clock. and had to give
them up. I guess they saw the ship they were so close to.
then the boats came aboard. all hands went to break=
fast. then we kept all hands on deck stowing down
... in the mizzen hatch, and also we had a lot of fresh
water oil to hoist out. and lash on deck. which we will stow
... morrow. we got our oil all down at 7 O'clock. we
...oosed the foresail. and upper topsails this morning after
the boats lowered. but we took the topsails in again before
they came aboard. and hauled up the foresail. at 11 O'clock,
we hauled down the jib and furled it. at sundown we
took in the inner jib & mizzen topsail. and furled the
mainsail. we rove off a new hoisting tackle. to day only
one man at masthead this afternoon. did not see any
thing more. Whales were bound to the Eastward. we had
...ials new watches to night.

Tues. Nov. 16th /80 Lat. 38.01

...ay commenced with a dead calm. we made sail
at daylight. got tackles up over the fore hatch to
stow down water. cleaned up the works. and [illegible]
...led up the scuttle butt with fresh water. we
[illegible] casks. we stowed down
the water we had on deck. and stowed down
... empty's. we put a tackle up over the
[illegible] stowed some water on the

Right { November 1880 } Whales

Tues. Nov. 16th/80 Lat. [illegible]

[illegible] [illegible] [illegible] [illegible] [illegible] scraping bone and [illegible] the [illegible] in the [illegible] [illegible] we [illegible] [illegible] and cleaned up the decks and gave her a general scrub at 4 o'clock we saw a school of Grampus and a school of Porpoise to day at 6 O'clock we raised a lot of Right Whales 2 points on our weather bow and one [illegible] it was a dead Calm and we could do nothing we watched them until sundown they were going to [illegible] [illegible] was some of the finest Albatross around the ship to day that I ever saw we were [illegible] them [illegible] they [illegible] stuck up the bone I [illegible] we will [illegible] [illegible] tomorrow we are ready for [illegible] we took in sail and humped ship at sundown

Wed. Nov. 17th/80 { Lat. 34.56 }

Dies [illegible] with calm weather and continues [illegible] all day we made [illegible] sail at daylight [illegible] to scrape bone after breakfast and worked until 4 o'clock we scraped 341 [illegible] the last day we worked on bone we scraped 509 we have another days work on bone yet we [illegible] our Tobacco & Molasses to day nothing seen to day although it was one of the finest days for seeing that we have had since we came on the grounds the days are [illegible] long now mastheads go up at 4.30 and come down at 7.30 [illegible] moon and fine weather to night we scrubbed off deck at 4 O'clock took in sail at sundown.

Thurs. Nov. 18th/80 { Lat. 33.[illegible] }

[illegible] commenced with a dead Calm but coming on [illegible] there was a light breeze sprung up we made [illegible] sail at daylight then went to work scraping bone we got [illegible] through at [illegible] and cleaned up deck we

Rmks { November 1880 } Whaling }

3Thurs. Nov. 18th/80 } Lat: 38.05

e got about lbs of bone all told in the afternoon
e broke out Pork & Beef. finished down the mostly stowed
way the bone. at 9 O'clock we raised a spout abaft the
e beam. we kept off and squared the yards run about
e hour but they turned out to be Fin Backs. luffed
to the wind again. in the afternoon about 3 O'clock
e weather changed. and it began to breeze up and rain
ok in flying jib and main topgallantsail and at 4 O
ock took in all sail. and at 7 O'clock took in the
zzen topsail. we did not see any sign of Right Whales,
ink the season is over and that we will not see
y more of them the last two times we saw them
ey were going very fast. and going a straight course and
at is a sign they are leaving the grounds.

3Fri. Nov. 19th 1880 Lat. 38.23.

ay begins with a stiff breeze and Continues so all day
d it was thick and stormy looking. no work going on
[illegible] to day. we set the mizzentopsail, mainsail & jib
is morning. at 5 O'clock we took them in and furled
them, and at [illegible] O'clock took in [illegible] foretopsail [illegible]
d and set the [illegible] topsail. nothing seen to day. no
[illegible] heads up after summer weather. worse wind to night.

Sat. Nov. 20th/80 } Lat: 38.34 }

ay begins with very rough weather squally and raining
t 1 O'clock we took in the maintopsail and left her
nder bare poles. at 6 O'clock we set the maintopsail and
t 8 O'clock set the fore & mizzen topsails and the foretopsail
ind away we sent it down and shifted it. sent it aloft
t 4 O'clock. washed off decks. broke out flour [illegible]
e to night. one man at the mainmast's day saw nothing

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November 1880

Sun. Nov. 21st /80 { Lat. 34.15 }

Day begins with fine weather and a good breeze we made sail in the morning and at 10 O'clock set the flying jib and mizzentopsail sail. nothing seen at masthead. took in flying jib at 5 O'clock and at sundown took in sail. one man forward is very sick now. we have to have a man to watch him night & day.

Mon. Nov. 22nd /80

Day begins with cloudy weather and continues cloudy all day looked like rain. we set the foresail & jib in the morning at 8 O'clock set the upper maintopsail and at 10 O'clock set the flying jib. we then put a tackle over the fore hatch and broke out 3 sail casks. took out a new fore topsail and main spencer. we are going to cut down some old sails to use for patching. we also broke out bread and fresh water. saw Finbacks from masthead and some killers. scrubbed off deck at 4 O'clock. took in sail at sundown. looks like rain to night. our sick man is no better.

Tues. Nov. 23rd /80 { Lat. 35.31 }

Day begins with good weather we made sail at sunrise with a good breeze we took down the main spencer and bent a new one. cut the old one up for patches. we then sent down the upper foretopsail to repair, we worked all day on it until 4 O'clock but we did not finish it rolled it up and put it below. we then scrubbed off deck. took in sail at sundown but kept our Foresail set. there was Finbacks in sight all day from masthead. all day we had 2 or 3 squalls but they did not amount to much. our sick man is not getting any better. I think we are bound for [illegible] Island but the wind is ahead.

November. 1880

Thanksgiving Eve { Wed Nov 24th /80 } Lat [illegible] }

Day came in with [illegible] weather but not much [illegible] we made sail in the morning. we then went to work on the topsail got through with it at 3 o'clock. sent it aloft and set it we then went [illegible] hold. and scrubbed aft deck. scrubbed the quarter deck with Lye. broke out molasses to day. the 2nd mate went below sick this afternoon. our sick man [illegible] is no better. we took in sail at sundown. kept our jib set and [illegible] the fore topsails & mainsail. plenty of fin backs in sight from masthead. we [illegible] [illegible] to night.

Thanksgiving { Thurs. Nov. 25th /80 } Day { Lat 39:33

Day came in with cloudy weather and a light breeze. we made sail in the morning. it was very [illegible] and we [illegible] [illegible] wind [illegible] [illegible] [illegible] pretty stiff it began to rain at 2 o'clock. mastheads came down and we took in the upper topsails and furled them. at 5.30 we took in mainsail & jib and furled them. we took in the foresail & [illegible] it at sundown it cleared off [illegible] at nightfall and looks like good weather. we saw one fin Back to day. we scrubbed aft part of the ship with lye to day. broke out Vinegar. scrubbed deck at 4 o'clock.

Fri Nov. 26th /80

Day came in with calm weather but fine. we made all sail in the morning. spent the forenoon fishing round the rigging and we put a new stand on our force pump. there was finbacks in sight all day. at 12.30 we raised a sail on our Lee beam. we ran down to her. and [illegible] back our main yard. and our [illegible] went aboard he was a German Bark {[illegible]} 10 days from Tonga bound for Queenstown Ireland. we did not get any news from her at all. he told us that [illegible]

November 1880

Fri Nov. 26th/80

was the Republican [illegible] in President [illegible] [illegible] put any faith in that. we are running with square yards all day Course. S. W. by W. at 4 O'clock it commenced to rain mastheads came down and we took in our sails [illegible] fore & main topsail. looks as if it would rain all night. we [illegible] out a lot of stuff in the sun to dry. the old Lady gave me a Can of oysters. we brake out some new spades for cutting in.

Sat Nov. 27th/80. { Lat 40.35 }

Day begins with fine weather we made sail in the morning we run last night under fore & main topsail and [illegible] [illegible] [illegible]. Course S. W. by W. we sent down our cutting [illegible] to day [illegible] we do not [illegible] to see [illegible] [illegible] [illegible] we [illegible] out [illegible] [illegible] to day and also [illegible] [illegible] the [illegible] [illegible] and scrubbed [illegible] [illegible] at 4 o'clock. Cooper making bungs to day. one of our [illegible] [illegible] [illegible] to day. we are running to night under sail did not take in anything but flying jib and mizzen topgallantsail. at sundown the wind is getting cooler. now going to the southward.

Sun. Nov. 28th/80 { Lat. 41.21. } { Lon. 172. [illegible] }

Day begins with fine weather. and Continues fine all day. we are still running dead before the wind Course S. W. by W. we set the main topgallant sail. in the morning. we took the lines out of all the boats and took the Starboard and Larboard boats lines out of the tubs to dry it coiled them down at 4 O'clock it began to breeze up strong at 5 o'clock and the weather [illegible] [illegible] we took in everything but main topsail [illegible] we [illegible] [illegible] [illegible] Course I think it will rain.

November 1850

(B) Mon. Nov. 29th/80 Lat. 41.31

ay begins with stormy weather and thick fog. mastheads
id not go up until 7 O'clock. at 8.30 it began to rain, and
ty came down again at 10 O'clock it cleared off but still
ntinued thick. could not see more than a mile all day
e set the fore & mizzentopsails foresail & jib at 10 O'clock
[illegible] at work shaving casks. we saw a school of Gram-
us to day. sounded deck at 4 O'clock. at 6 o'clock we had
squall took in mainsail. jib & mizzen topsail. at 3.30 this
rning we hauled to the wind and at 10 O'clock we
ept off. course N.W. by W. our sick man is no better.
11.30 it began to blow very hard we luffed to the wind and
ok in lower foretopsail and set the mainspencer.

Tues. Nov. 30th/80 Lat 42..

ay begins blowing a gale of wind with a very heavy sea
n. at 4 O'clock we took in the maintopsail and [illegible]
nder bare poles. at 9 O'clock we had to set it again to
y and keep her steady. at 11.30 we shipped a sea and [illegible]
e a heavy roll. we very near lost our Bow & Waist boat;
y both filled, and the Bow Boat got stove. we had the
ishes off the stove in the galley, and as it was Duff day
he Duff got all stove. and the sauce running round
ck. coming on sundown the wind went down. but
eavy sea on yet. we set the fore & mizzen topsail
nd fore staysail at 6 O'clock. no mastheads up to day
e opened a barrel of Beef to day. we set out the [illegible]
a little [illegible] in the [illegible] grounds are
[illegible] rough place and it looks like it now for we
e not more than 125 miles from Chatham Island
nd as it is summer time now it must be a very
ough place in the winter season.

December. 1880

Wed. Dec. 1st /80 Lat. 42 23

Day begins with fine weather. no wind. but Coming on day-light it began to breeze up strong again. we set the foresail at 8 o'clock. at 12 Oclock it began to get squally. we hauled up the foresail and reefed it and then it commenced to rain and blow. we took in the mizzen topsail and lower fore topsail and furled them. at 4 Oclock it cleared off again and we scrubbed deck and set the fore stay sail there is a very heavy sea on to night and the ship is rolling very heavy. the storms come up sudden and do not last long here. but it blows very heavy while it lasts.

3 Thurs. Dec. 2nd /80 {Lat. 42 25}

Day begins with pretty good weather. we set the lower fore and mizzen topsail at 12.30 to try and keep her from rolling there was such a heavy sea on. but at 1.30 there was a very heavy squall come up with thunder & lightening we were [illegible] and took in the both topsails again. Coming on day light the weather got better. at 5 o'clock set the lower fore topsail again. but that is all the sail we set to day it was blowing almost a gale all day. we had a heavy squall at 6 Oclock with hail stones. we was [illegible] [illegible] took in the [illegible] again. mastheads came down at 5 o'clock. we raised a {Brigantine} on our weather, [illegible] running free. she was bound around the horn. raised some Killers right ahead at 4 o'clock. we [illegible] [illegible] in the afternoon. did not scrub deck to night. it was so rough. 2nd mate is pretty sick. our man forward is no better. we broke out a shot of towline. towed it overboard and dried it for shore line.

Fri Dec. 3rd /80 {Lat. 42.31}

Day begins blowing a heavy gale and [illegible] [illegible] strong all day and all night. [illegible] [illegible] [illegible]

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Fri Dec. 3rd/80 { Lat. 42.31 }

ow. we have got all the boats on the upper cranes and she ls so hard that the boats go down. nothing at all doing h to 12. Oclock to night there is no sign of it abating e have seen naught of Chatam already. and I think our hances for taking oil here is small. we wore ship at 7 Oclock nothing but only maintopsails.

Sat. Dec. 4th/80 { Lat. 42.1[illegible] }

Day begins with the gale still blowing and shifting heavy se. at daylight it moderated some. at 7 Oclock we set the owers foretopsail and mizzentopsail at 9 Oclock set the ingsail. at 10 Oclock set the mainsail upper topsails and jib and at 11 Oclock set the flying jib. weather fine this afternoon. we broke out Pork. Flour & molasses. set the boats on the inner cranes. saw Porpoise to day. scrubbed decks at Oclock and took in sails at sundown. the days are ery long now. daybreak at 2.30. nightfall at 8.15. I hope we will have a spell of fine weather now.

Sun. Dec. 5th/80 { Lat. 42.56 }

Day begins with fine weather at about 9 Oclock it came in foggy. we set the mainsail & jib. and at 12 Oclock had every thing set steering S. by W. with fine weather and a good breeze e saw Finbacks to day. at sundown we wore ship and took in sail. we are about 50 miles from Chatam and xpect to see it to morrow. we took in the maintop=gallantsail and flying jib at 5 Oclock.

Mon Dec. 6th/80 { Lat. 43.28 }

Day begins with pretty good weather. at 3 Oclock it began [illegible] up we wore ship at 4 Oclock. then it commenced [illegible] strong. we took in the jib and mizzen topsail [illegible] came in thick we did not make any land

December 1880

[illegible]

Mon. Dec. 6th/80 } Lat. 43.28 }

until [illegible] when we set the mizzentopsail and [illegible] at 10 O'clock set the mainsail & jib we parted our main [illegible] at 12 O'clock after dinner it came on to blow a gale. we [illegible] in the mainsail. at 4.30. we raised land. 3 points on our [illegible] bow. it was a [illegible] island. [illegible] not know what one [illegible] [illegible] we run to leeward of it and wore ship at 5 O'clock. took in all sail and furled them nothing set but the maintopsail and blowing pretty hard. mastheads came down at 6 O'clock. we saw Fin Backs to day. scrubbed deck and [illegible] of the sail with lye. we are having a very long spell of bad weather now. I hope it will be better soon.

Tues Dec 7th [illegible] } Lat. 43.41 }

[illegible] mainsail. [illegible] at 3.30 and it began to moderate some. at 6 O'clock we set the lower fore & mizzentopsail at [illegible] set the mainsail [illegible] & jib. and at [illegible] the weather was good we set the uppertopsails. we [illegible] Bread in the forenoon in the afternoon we put [illegible] that we had on deck in the butt. then we started to wash [illegible] Bone. we washed 340 slabs and knocked off at 4 O'clock. we raised land at 12.30. 2 points on our weather bow the same we saw yesterday. we run toward it until 4 O'clock [illegible] we wore ship. hauled up our mainsail and run off [illegible] ing [illegible] the N. and E. Chatam Island was 14 miles off [illegible] weather beam but we could not see it on account of a thick haze over it. we scrubbed deck at 4 O'clock. took in the flying jib & mainsail at 5 O'clock. hauled up the [illegible] but set it again at 5 O'clock and running to night we saw sulphur bottoms and Fin Backs. [illegible] under the [illegible] [illegible] a chance to strike one [illegible] at 12 O'clock

P. Dav

December. 1880

Wed. Dec. 8th/80 Lat. 42.43

Day begins with a calm and continues so all day. we [illegible] the maintopgallant sail and rising fish at daylight. after breakfast we began scrubbing. have worked at it all day until 5.30. did not get through. at 8 o'clock this morning a school of porpoise came under the bow but we did not get any. although we tried hard. there was a large sunfish passed close to the ship to night. we took in all sail at 6 o'clock. our sick man is no better. but he is getting good care. anything he likes is sent to him from the cabin at 9.30 to night there was a school of porpoise under the bow but we could not get any. we were steering [illegible] all day until 9 o'clock. kept her E. N. E.

Thurs. Dec. 9th/80 Lat. 43.10

Day begins with a dead calm. made all sail in the morning. then started to scrub some more. finished all we had to do at 11 o'clock. we have 3 heads done now. after dinner we made some bone yarn and bundled up what bone we had done. 20 Bundles. 1015 pounds. we stowed it down in the run. we began to bundle at 2 o'clock and had it all down below at 6 o'clock. we raised a school of grampuses at 7 A.M. and at 9.30 raised a white water in our weather bow. looked like a sperm Whale. we wore ship but did not see it again. we took in all sail at sundown. our sick man is no better. there was 2 small sharks round to day. there was a good breeze blowing up at [illegible] o'clock and kept steady all day [illegible] [illegible] we are just two months out to day. ------

[illegible]

December 1880

(Fri) Dec. 10th/80 Lat. 43.28

Day commenced with good weather. we scrubbed decks the first thing in the morning and then made all sail. at 4 O'clock raised a school of Grampus on our weather bow. that is all we saw to day. we went to the S & E all day. we cleaned out one of our potatoe rooms and [illegible] it [illegible] the forenoon. then went to work getting out [illegible] and knotting them for spunyarn. worked all day at them. we scrubbed deck at 4 Oclock and took in all sail at 7 Oclock. at 10 Oclock to day it come in cloudy and looked like rain all day and looks so to night. everyone was disappointed in not seeing the Sperm Whale that was alongside last night for we felt sure we would see him.

Sat. Dec. 11th/80 Lat. 43.10

Day commenced with cloudy weather and continued so [illegible] made sail in the morning. raised a whale under our lee bow but it proved to be Grampus. raised a spout on our weather [illegible] points turned out to be Grampus also. we were at work in the forenoon knotting and [illegible] up [illegible] to make spunyarn in the afternoon we [illegible] [illegible] water and [illegible]. the scuttlebutt [illegible] [illegible] scrubbed deck and pumped ship at 4 Oclock and wore ship and took in sail at 7 Oclock. tried to tack but missed stays. we took one man [illegible] the starboard watch and put him in the Larboard watch in place of the man that is sick. [illegible] he is not getting any better and I do not think he will ever get about again. we were going to the N and E to day on the wind.

Sun. Dec. 12th/80

Day commenced with cloudy weather and continued so all day with a pretty stiff breeze we [illegible] [illegible] and

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Sun Dec 12th/80 Lat. 42.5[illegible]

[illegible] in the morning and at 8.30 wore ship and set the mainsail & maintopmast. we raised a whale water on our lee bow at 2 o'clock but it was porpoise. in the afternoon there was a very pretty land bird came aboard we caught him but let him go again but he stopped around the ship the weather [illegible] [illegible] [illegible] to [illegible]. we took in everything but the main topsail and wore ship at 7 o'clock.

Mon Dec 13th/80

Day commenced blowing a gale of wind and raining and continued bad weather all day until 8 o'clock when it moderated some and stopped raining. made no sail at all and no mastheads to day we broke out a barrel of Beef wore ship at 8 o'clock this morning and also at 12 o'clock to night. the weather is [illegible] [illegible] but a [illegible] [illegible] our sick man I believe is getting worse all the time

Long. 174 W. Tues Dec 14th/80 Lat. 42.56

Day begins with fine weather but a little stiff breeze. we set the [illegible] fore & mizzen topsail and mainsail. that is all the sail we made to day although it was very fine in the afternoon we made some new scrub brooms to day and both watches working all day on spun yarn. nothing seen from masthead 25 ft up for a Whale. we scrubbed deck at 4 o'clock and took in the foresail at 7 o'clock. our sick man is no better.

Wed. Dec. 15th/80 Lat. 42.[illegible]

Day begins with fine weather and continues fine all day we made all sail at daylight and kept away on the wind both watches making spun yarn all day. [illegible] finished [illegible] new scrub brooms to day. nothing in the Whale line seen to day at 6.30 P.m we raised a sail 2 points on our lee bow we kept off for her and run until 10 o'clock when

December 1880

Wed. Dec 15th/80 Lat. 42.38.

we hove to and took in sail. she is on our lee beam about 4 miles off. she is a Whaler but we do not know which one. we will have a gam tomorrow. we broke out flour to day. our sick man is worse to night.

Thurs. Dec. 16th/80 Lat. 42.55

Day begins with fine weather but a pretty stiff breeze and we had to set the foresail & jib to keep along with the other ship. at daylight she was close to and at 5 O'clock the mate went aboard in the Larboard boat and stayed half an hour. she proved to be the Canton Capt Sherman 3 yrs out from Chalano. we left her in the Bay when we cruised last June. she was on the Coast of Chili and has taken 100 barrels since June. we set the upper topsails and both ships run before the wind all day. we got through making spun yarn at 10 O'clock. in the afternoon we broke out a cask of Pork and put in barrels. we raised a Fin Back at 12 O'clock on our weather bow. scrubbed deck at 4 O'clock. at 6 O'clock the ships come together and Capt Sherman come aboard and our mate went aboard of the Canton. we then took in sail. it began to blow pretty strong and the gam was over at 8 O'clock. we wore ship and stood along on the port tack. we got some strawberries from her but no late news. our sick man is no better.

Fri. Dec. 17th/80

Day begins with rough weather very stiff Breeze and sea we set the foresail in the morning at 10 O'clock we raised the Canton 3 points on our weather beam [illegible] [illegible] her [illegible] signal set to let us know she was [illegible] we set the mainsail jib and main [illegible]

December 1880

Fri Dec. 17th /80

il. and tried to work up to windward. she had 3
ats down it was so thick that we could not see when
he struck but. she got a Whale and had him alongside
t 1 o'clock. we wore ship and run by her. we did not see
spout at all. at 3.30 we took in the upper maintopsail
nd mainsail. at 4 o'clock we raised Whales on our lee
ow 1 mile off. but they were Finbacks. while we were
crubbing deck. at 4.30 Antone that was sick so long died
e dressed him and laid him out on the slice bench
he died very easy. we will bury him tomorrow. he
was the best sailor we had. and everyone on board is
orry for him. we took in all sail at 7 o'clock. and
t commenced to rain. I guess the Canton will have a
ough time with her Whale. 6 months out to day.

{ Lat. 43.44 } Sat. Dec. 18th 80 { Long. 175.15 W. }

Day begins with very rough weather blowing and a very heavy
ea on. we sewed Antone up in canvas this morning. and at
8 o'clock. we wore ship hauled aback the main yard. and hois
ted the Ensign half mast at the mizzen peak. all the ships
Company were mustered in the waist. the chief Mate read
the funeral service. and we committed his body to the deep
e was at sea for 30 years and was 47 years old this month
e was the best sailor we had and a good shipmate. we
raced forward and made all sail. as the weather got better
e raised the Canton 2 points on our weather bow. she is
usy cutting in. we cut hatch and scrubbed deck at 4 o'
clock. broke out tobacco to day. we saw Porpoise in the dog
watch. it is a calm since 4 o'clock. and the Canton is
ove to on our weather beam. she is about through cutting
n. we took in sail at 7.30. sundown at 20. to 8.

14

December. 1880

Long. 173.37 W. } Sun. Dec. 19th/80 } Lat. 43.[illegible] }

Day commenced with a [illegible] calm. we made all sail this morning. the Canton was in sight at 3 O'clock this morning on our lee beam. we saw killers from masthead to day. this was a fine day for seeing as it was very clear. we took in all sail at sundown. nothing doing to day. 15th [illegible] to day.

Mon. Dec. 20th/80 } Lat. 43.21 }

Day begins with very fine weather and a nice light breeze. made all sail in the morning. we then broke out water from between decks main hatch and filled the [illegible]. broke out a cask of Beef and put it in barrels and stowed it down in the fore hold. we broke out Butter & Vinegar [illegible] dinner. we sent down the mizzen topsail to repair. got through with it and sent it up. at 4.30. we saw the Canton on our [illegible] Beam. [illegible] at 11 O'clock she was in sight to night. Bailing out. we did not see anything to day. took in all sail to night and it began to rain at 8 O'clock. there was 10th up for a Whale to day.

3 Tues. Dec. 21st/80 } Lat. 43.14 }

Day begins with good weather. at 5 O'clock we set the jib and main [illegible] and set the foresail & mainsail. the Canton on our weather bow. we set the upper maintopsail at 10.30. we run the Canton out of sight. we wore ship again at 12.30. and at 2 O'clock raised her on our lee bow. it commenced to breeze up strong at 2 O'clock. at 4 [illegible] [illegible] decks. at 4.30 took in upper maintopsail. mainsail & jib and set the mainspencer. at 5.30 took the lines out of the boats and hoisted them on the upper cranes. it was blowing hard. at [illegible] took in [illegible] & mizzen topsail. nothing seen to day. 2nd mate repairing his boat sail to day. Canton close to us at night. she had a bad time with her Whale. we have another man sick these last 2 days. 20th up to day but no Whales yet.

December 1880

Wed. Dec. 22nd 80 } Lat 43.56 }

Day begins having a gale of wind and continued blowing all day no sail set to day and nothing doing mastheads were up until 3 o'clock when they were called down. the Canton in sight all day. to leeward. no appearance of a change to night.

Thurs. Dec. 23rd /80 } Lat. 42.40 }

The gale [illegible] continues with a very heavy sea on. we [illegible] the main and mizzen topsails at 9 o'clock. but had to take them in again at 4 o'clock. we scrubbed deck and wore ship at 4 o'clock in the midwatch the 4th mate and a boatsteerer had a set to. I guess the 4th mate come off second best for he did not show up since. the weather [illegible] bad to night. Canton out of sight.

} Christmas Eve } Fri. Dec. 24th 80 } Lat 42.30 }

Day Commenced with rough weather. we had some heavy rain squalls since 12 o'clock. but it cleared up about 9 o'clock and we had pretty good weather but a stiff breeze. we set the [illegible]insail mainsails & jib. we saw the Canton 2 points on the lee bow. we wore ship and she went out of sight. we were at work making rattling stuff the afternoon. nothing seen to day. we scrubbed deck and wore ship at 4 o'clock took in sail at sundown. 2nd mate turned to at 12 o'clock.

Christmas Day } Sat. Dec. 25th 80 } Lat 42.23 }

Day begins with a dead calm. we made all sail in the morning. we then started washing bone and worked at it until 3 o'clock. but not finish. we then got hatch broke out flour [and] sugar. killed a hog. weight 156. scrubbed deck at 4 o'clock it began to breeze up at 2 o'clock. at 6 o'clock took in the maintopgallant sail & flying jib. at 7 o'clock weather looked bad. took in every thing but maintopsail. then [illegible] ship. no notice taken of Christmas at all. saw nothing

December 1880

Sun. Dec. 26th/80 { Lat. 42.40 }

Day begins with fine weather but a dead calm and continues calm all day and very warm. we made all sail in the morning saw Grampus from masthead. had fresh Pork [illegible] the weather to night looks squally and the Barometer is very low. so we took in everything except maintopsail. nothing doing to day. only shaving and cleaning up. at 8 o'clock it began to darken up. we had heavy thunder and lightning with rain and hail. we took in the maintopsail and run before the wind under bare poles it did not last long. for at 11 o'clock it was [illegible] clear and calm.

Mon. Dec. 27th /80 { Lat. 42.15 }

Day begins with calm weather and at 4 O'clock mastheads went up. but it began to blow a gale of wind inside of an hour. mastheads come down. and we were under bare poles [illegible] and shipping heavy seas. we raised a merchantman running dead before it with sail set. we hoisted our flag on the [illegible] at 6 o'clock. and at 2 o'clock there was an Albatross struck our topsail braces and it knocked him Comical for a while he come down on deck we put him overboard a short time after and he was all right. blowing away strong at 12 O'clock to night.

3rd Tues. Dec. 28th/80 { Lat. 42.84 }

The gale still continues but at 8 o'clock it began to moderate some. and we set the maintopsail [illegible] [illegible] at 10 o'clock [illegible] maintopmast [illegible] reefed mainsail & jib. and at 12 o'clock set the [illegible] the weather [illegible] till 4 o'clock. when it come in thick rain and began to breeze up we took in the [illegible] mainsail and jib. and at 7 o'clock we were

December 1880

Tues. Dec. 28th/80 { Lat. 42.39 }

nip and took in everything except maintopsail. the weather is very changable here. fine one hour and blowing the next. we saw nothing to day. 25 $ [illegible] on head & tail. we bundled up the bone that we washed saturday. we had 9 bundles weight 560. we stowed it in the run. we then got up the ballance of the bone and washed it. and bundled 4 bundles and put it below. we have 2 or 3 more bundles to put up tomorrow if it is fine, but I do not think it will be. for it looks like rain to night

Wed. Dec. 29th/80 { Lat. 43.11 }

Day begins with thick cloudy weather and continued thick all day. but not much breeze we set the fore and main topsail. and foresail. nothing seen to day. we finished our bone to day. we had 2 bundles to [illegible] to day. making 35 bundles in all about 3300 pounds. both watches were at work putting on rattlings at the fore & main. knocked off at 4 O'clock. took in everything only maintopsail at 7 O'clock. weather looked very wild up to 12 O'clock to night. plenty of lightning but no rain.

Thurs. Dec. 30th/80 { Lat. 43.19 }

Day begins with very bad weather at 1.30 we had a heavy thunder and lightning squall. we took in the maintopsail and ran off under bare poles. it rained heavy and continued raining until 5 O'clock at 6.30 we set the fore & maintopsail and foresail. and squared the yards. run all the day. course E. by N. weather fine all day. our hams are gone and we [illegible] out the [illegible] the starboard watch are working in the rigging in the afternoon. sent down the main topgallant footropes and tarred them and put them up again. nothing seen from masthead to day. the weather looks more settled. to night we took in the foresail and furled it at 7 O'clock. no sign of Whales round here at all.

December 1880

Fri Dec 31st 80 } Lat 43.20 }

Day comes with cloudy weather, wind a[illegible]; we did not make sail [illegible] [illegible] o'clock. we set the [illegible] mizzen topmast staysail. and at 6 o'clock it commenced to rain and rained all the forenoon. it [illegible] [illegible] in the afternoon but did not rain much. we scrubbed the rail on [illegible] [illegible] side with [illegible]. did not send off to day. nothing at all seen [illegible] none masthead. look on every thing but mountains. at 4 o'clock it looked cloudy and rainy until 12 o'clock and not much wind. I had the last masthead and last wheel this year! } Good Bye 80

New Year Day }

January 1881

Sat. Jan 1st /81 } Lat. 2[illegible] }

Day comes with very fine weather and continues fine all day. we set the [illegible] and [illegible] in the morning and at 11 o'clock set the three topgallant sails [illegible] [illegible] [illegible] [illegible] the [illegible] [illegible] and set the flying jib. we were on the [illegible] [illegible] [illegible] we broke out Beef, Pork, Bread, [illegible] and water. and [illegible] [illegible] [illegible] pumped ship. scrubbed decks at 4 o'clock and took in sail at sundown. [illegible] our jib and spanker [illegible] [illegible] we raised the Canton 2 hands on our weather bow on the [illegible] tack. the day was not observed at all aboard. nothing seen in the line of Whales to day. it was very clear all day.

Sun. Jan 2nd /81 } Lat. [illegible] }

Day comes with fine weather we made sail in the morning the Canton on our weather bow on the same tack. we [illegible] [illegible] [illegible] [illegible] [illegible] 5 miles [illegible] [illegible] [illegible] [illegible] the flying jib. but did not see it [illegible] we [illegible] [illegible] 11 o'clock. there was a strong breeze and we took in the flying jib [illegible] [illegible] the Canton [illegible] [illegible] sight. at 2 o'clock we raised [illegible] [illegible] [illegible] [illegible] [illegible] at 4 o'clock we [illegible]

January 1881

Sun Jan. 2nd /81 { Lat. [illegible] }

h our mainsail and set the colors for a gam. and she came down. Capt. Sherman Come aboard. and our mate went over there, the gam lasted until 9 O'clock. the whale we saw her take made 110 barrels. she saw nothing since that both ships took in sail at sundown.

Mon. Jan. 3rd /81 { Lat. 33 2[illegible] }

Day begins with pretty good weather but a pretty stiff breeze at [illegible] o'clock it began to breeze up strong. we took in the lower fore and mizzen topsail and at 6 o'clock it was blowing a gale and commenced to rain. no mastheads up. we hoisted our boats on the whale cranes. and we shipped some heavy seas. at 4 O'clock it began to moderate. mastheads went up. the Canton in sight all day on our weather beam 2 miles off. under the same sail as we are. we wore ship at 5.30. the Canton wore at 6.30. no signs of whales. 25 [illegible] at 9 o'clock the wind died out. and the ship was rolling so heavy. that we [illegible] the lower fore and mizzen topsails to steady her.

Tues. Jan. 4th /81 { Lat. [illegible] }

Day begins with a Calm. but about 8 O'clock we got a breeze we made all sail. Canton on our weather beam. we broke out Beans. dried Apples and shoes to send aboard the Canton in the afternoon. the port watch were at work in the fore rigging. we broke out the sailroom and got out a large coil of 2½ in hemp rigging and rove off new foretopsail halyards. scrubbed deck at 4 o'clock. our pump was out of order so we had to draw water. cooper made a new draw bucket to day. the capt auctioned off the effects belonging to the man that died. they all brought a good price we took in sail at sundown. but reefed the maintopsail the Canton on our weather beam about 3 miles off. weather fine.

January 1881

Wed Jan 5th/81 { Lat. [illegible] }

Day begins with fine weather but at 2 o'clock a.m. we had a squall. hauled up the mizzen staysail and down the m[illegible] topsail but it did not amount to much. after that it was a very fine day but Calm. we made all sail in the morning on the port tack. the Condor was in sight on the Starboard tack until 10 o'clock and we did not see her again. we wore ship at 12 o'clock m. we scraped and oiled the stanchions and [illegible] rail and [illegible] rail it took us until 4 o'clock to finish. nothing in the whale line seen to day. at 6 o'clock they sung out for a ship on the lee beam but it was a [illegible] [illegible] we did not see any more of her although we squared the yards and run off until sundown when we took in all sail and [illegible] to the wind on the starboard tack. we had a little light wind since 4 o'clock. we scrubbed deck at 4 o'clock and repaired our pump and suction hose. 25th [illegible] yet.

Thurs Jan 6th/81 { Lat. [illegible] }

Day comes with fine weather and a good breeze and continues [illegible] all day. we made all sail in the morning and went [illegible] on the wind on the port tack. in the forenoon we [illegible] the main & mizzen topsail sheets and [illegible] them and hauled [illegible] the mizzenmast in the afternoon we scraped and painted [illegible] port side of the [illegible] and scrubbed deck at 4 o'clock. Cooper at work all day making a new gangway board and [illegible] new piece in on the [illegible] on the starboard side. at 2 o'clock raised land 2 points on our weather bow. it was [illegible] island. we run toward it until 4.30 and it was a [illegible] [illegible] plenty of land in sight all around us & think [illegible] at 6.30 raised a spout on our lee bow [illegible] but it was Grampus. also raised a small vessel close to land we wore ship and stood off at 7.30. weather fine to night

January 1881

Fri Jan 7th 81 { Sat }

Day begins with fine weather and a light breeze. we were [illegible] at 2 O'clock, and stood in toward the land, and set the maintopgallant sail & flying jib. we ran until 4.30 when we wore ship again and stood off. the light brought the wind [illegible] ing to rain. so we would not go in. we stood along on the wind starboard tack all day. nothing seen from masthead. we scraped and painted the starboard side of the [illegible] nd rove new wheel rope. 2nd mate repaired his boat sail. cooper finished the new gangway board. we scrubbed deck at [illegible] O'clock and took in all sail at 7.30. weather fine.

Sat Jan 8th /81 { Sat [illegible] 15 }

Day begins with fine weather. we wore ship at 4 O'clock and wore back again at 6 O'clock and was on the wind on the starboard tack all day. we made sail in the morning. we then sent the mainsail down to repair. got through with it and sent it up at 2 O'clock. we then went [illegible] and broke out flour. we scrubbed deck at 4 O'clock and bunked sails. took in all sail at sundown. nothing seen from masthead. there was a very large sunfish passed close alongside at 2 O'clock. we had 20 Silver Dollars up for a whale to day. { Lat [illegible] }

Black Fish { Sunday Jan 9th /81 } { Long [illegible] }

Day commenced with very fine weather and continued fine [illegible] with [illegible] in the morning at 5 O'clock raised a school of Blackfish 2 points on the weather bow. called all hands and lowered the starboard and bow Boat at 8.30. there was a very large school of Blackfish Cowfish & Porpoise. we got [illegible] among them and the Bow Boat struck 2 and lost one. the starboard Boat struck 2 but did not save any. they broke 2 irons [illegible] and one [illegible]. the starboard boat lowered away

Black Fish January 1881. Lat. Long.

Sun. Jan 9th /81

and came down but did not strike we chased them until 3:12 but could not get any more. Called the boat aboard and hoisted them up and hoisted in the fish which will make about one barrel. we went to dinner and then the starboard watch took his jacket off and got the carcass overboard we will try it out to morrow. we have lowered a number of times for Blackfish this voyage but this is the first one we have taken they are more dangerous than a whale to strike as they are apt to breach into the boat. we saw nothing else to day. took in all sail at sundown. weather fine to night the meat of a blackfish is good to eat and also the liver we had the liver for supper and will make balls out of the meat to morrow. A Whaleman's Fresh Meſs.

Mon. Jan. 10th /81 Lat.

Day begins with fine weather. we made all sail in the morning we then [illegible] the blackfish [illegible] [illegible] and sent down the [illegible] mainhatch [illegible] [illegible] through and sent it aft at 2 O'clock. we then [illegible] out a pot and started a fire and tried out the blubber. got through at 7 O'clock. turned up one barrel. we scrubbed deck at 4 O'clock. and took in sail at sundown we were running [illegible] to the N.E. all day and [illegible] the [illegible] Island grounds. to day. nothing seen to day.

Tue. Jan. 11th /81 Lat. 2.29

Day begins with fine weather and almost a calm all day. we made all sail in the morning. then [illegible] [illegible] the scuttle butt. broke out 2 and 3 [illegible] and filled 5 empty casks with salt water in the [illegible] hold. the [illegible] we [illegible] made many [illegible] hands [illegible] [illegible] [illegible] just like [illegible]

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Tues. Jan. 11th /81 {Lat [illegible]}

ne of the boatsteerers, and blacksmith are sick. yet there was a lot of the meat saved and hung up toward and someone cut it adrift and hove it overboard. but there was nothing said about it. there was a large shark longside to night. nothing seen from masthead. we scrubbed deck at 4 o'clock. and took in sail at sundown. it is a dead calm and looks like rain to night.

Wed. Jan. 12th /81 {Lat 42.37}

Day begins with very fine weather and continues fine all day. we made all sail in the morning. broke out butter [illegible] [illegible]. we then sent down the lower foretopsail to repair it through and sent it aloft at 11.30. at 8.30 we raised a sail on our lee bow and at 9 o'clock raised another one. the first one was the Canton she went out of sight on the other tack. the last one was the Splendid Capt Earl of Dunedin. she run toward us and we kept off. we came together at 2 o'clock and we had a gam until 10 o'clock to night. she has taken 4 Whales that made her 450 since she came on these grounds. her crew is all Canakas. we scrubbed deck at 1 o'clock. and took in all sail at sundown we raised a spout on the lee bow at 3 o'clock run off but they turned out to be killers.

Thurs. Jan. 13th /81 {Lat 42.31}

Day begins with fine weather and a good breeze [illegible] continued all day. we made all sail at daylight the Canton and Splendid both in sight to windward. the Canton was on our weather beam and the Splendid 3 points on our bow and all in good cruising distance from one another, we broke out harpoons and lances and spare poles [illegible] the Splendid. at 1 o'clock she hauled up her

January 1881.

Thurs. Jan. 13th /81 {Lat 22.31}

mainsail and run down to us for a gam we haul'd up
our foresail & mainsail and backed the main yard and her
boat came aboard. our mate went aboard of her. [illegible] made
sail and cruised along on the starboard tack. there was a
[illegible] Island come aboard from her and we had a good gam
they brought us 3 bags of potatoes and a {Cat} for the [illegible] [illegible]
and we sent over the [illegible] and [illegible] & hats 2 boxes of tobacco
and some Cocoanuts they went aboard at 9 O'clock. I
think she is going into [illegible] Island with us [illegible] both ships
are running out to night we took in the flying jib and
maintopgallantsail and [illegible] [illegible] at 4 o'clock nothing
seen from masthead to day. weather fine to night and a
[illegible] haze the land is to windward of us.

Fri. Jan. 14th /81 {Lat. [illegible]}

Has [illegible] with a [illegible] [illegible] we took in and [illegible]
[illegible] at 2 O'clock [illegible] it was blowing a pretty good gale
the Splendid was on our weather quarter booming along under [illegible]
[illegible] but she had to take them in at 7 O'clock. at 7.30 we [illegible]
to take in [illegible] [illegible] at 8 o'clock the [illegible] [illegible]
mastheads that the Splendid wore round. and we wore around
right away but he made a mistake and we had to wear back
again. we carried away our foretopmast staysail wearing around
had to send it in to [illegible] [illegible] it out at 10.30 [illegible] [illegible]
to take another reef in our maintopsail and at 11 O'clock took
it in and furled it we raised the Canton at 11 O'clock on our
lee beam we then set the jib again but had to take it in
and furl it at 3.30. the other 2 ships are under the same sail as
we are [illegible] topsails and [illegible]. at sundown took in the fore
sail and furled it [illegible] [illegible] [illegible] [illegible] [illegible] the [illegible] in sight
at sundown. and it is blowing very hard. Canton the last sail.

January. 1881.

Sat. Jan. 15th /81 {Lat. 43.32}

ay begins with the gale of wind still blowing and continues lowing very hard all day. we wore ship at 3 O'clock this morning t 6 O'clock we set the foresail. at 9 we raised the Splendid point, on our lee bow. coming towards us on the starboard tack, e were on the port tack. it was touch and go. which ships would o to windward. she passed us at 10.30 about 3 ships len off e had to keep off. for she had the right of way. being on the tarboard tack. she was carrying sail pretty strong and was out of ight at 12 O'clock. we wore ship at 1 O'clock. and wore again at O'clock. took in the foresail at 4 O'clock. called mastheads own at 5 O'clock. saw a large school of Killers this afternoon he Capt struck one of the men in the head with a tumbler mashed it in pieces. cut the man pretty bad. and cut his own and. the man was sick and refused to take salts. he has kept im aft since. it happened at 6 O'clock this morning. it is blow g pretty hard to night and shipping water fore & aft. to day was he first time that the Capt struck a man this voyage and eels sorry for it. and everyone feels sorry for the Capt. as it was done n a hot temper.

Sun. Jan 16th /81 {Lat. 43.[illegible]}

The gale still continues and blowing hard all day. we wore hip at 3 O'clock this morning. did not make any sail at ll to day. none of the other ships in sight. we wore ship t 8.30 again. and at 10 O'clock to night wore again. at o'clock we put all the boats on the upper cranes. and ook in the lower fore & mizzen topsails. mastheads up nd down all day. and none after 4 O'clock. we are ship ing some heavy seas. there was an Albatross got foul in e topmast rigging. the man at masthead cleared him and went off all right. no sign of the gale abating to night.

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Mon Jan. 17th /81 { Lat [illegible] }

Day commenced with the gale still blowing and shipping heavy seas but coming on morning it began to moderate some at [illegible] o'clock we set the main fore & mizzentopsails and at [illegible] set the jib and spanker we then got deck cleaned up for sewing sail and at 10 o'clock sent the foresail down and worked on it all day sent it aloft at 5 O'clock we raised the Splendid at [illegible] o'clock on our lee bow she is in sight all day with all sail set nothing seen to day we set our foresail when we sent up at sundown we took in the jib and wore ship and stood along on the port tack broke out Beef to day. the cook is blowing the man he struck all right and treating him as a sick man 25# up for head & tail but nary a one

Tues. Jan. 18th /81 { Lat [illegible] }

Day commenced with good weather but a heavy swell [illegible] the Splendid was in sight all night we made all sail at day light and stood on to [illegible] o'clock it was a [illegible] ships [illegible] on three mainsails at 9 o'clock there was a breeze springing up and it kept getting stronger all day with the ship heading to the W & N we sent down our main top-gallant sail to repair at 10 o'clock got through and sent it up again 1.30 we wet half scrubbed deck and [illegible] [illegible] after 4 o'clock took in all sail and hauled in at 7 o'clock and at 9 o'clock wore ship it is blowing pretty stiff to night and looks like another gale. the man that was off came forward to day but did not go on duty saw a small Finback, to day.

Wed. Jan. 19th { Lat [illegible] }

Day commenced with [illegible] weather, blowing a gale [illegible] [illegible] wore ship and [illegible] in the main top & mizzentopsail [illegible] nothing seen [illegible]

January 1881

Wed Jan 19th /81

{ Lat. [illegible] }

t 7 O'clock we set the fore topsail and mizzen topsail it
was very thick foggy weather at that time. but it began to
moderate after that. masthead, went up at 10 o'clock. at
30 set the foresail. and we parted the starboard lower fore
topsail brace. put a piece on it and let it go. at 12.30 set
the mainsail. and at 1 o'clock set the upper topsails and
jib. on the starboard tack, heading for Ohatow Island
the Splendid was not in sight to day. we scrubbed
deck at 4 o'clock. took in the upper topsails and main-
sail at 7 o'clock. and kept the foresail and jib. out the
weather is pretty good to night. we broke out tobacco
to day but did not have enough to furnish all hands
nd it was to rough to break out a case. I suppose we
will break it out the first fair weather. at 6.30 there
was a large school of porpoise under the bow but we
id not strike any.

Thurs. Jan. 20th /81

{ Lat. [illegible] }

Day begins with fine weather. we wore ship at 12 o'clock. at 3
o'clock we set the upper topsails and mainsail. at 4 o'clock set
the 2 topgallant sails and flying jib. at 5 o'clock raised the
Splendid on our lee bow. at 10 o'clock had a squall. took in
the mizzen topgallant sail. lowered down main topgallant sail
d flying jib. and hoisted them up after the squall was over.
e broke out water. [illegible] and filled with three casks
ith salt water in the fore hold. at 2 o'clock took in the
main topgallant sail. and flying jib. at 4 o'clock took in the
ore topsail. and double reefed mizzen topsail. at 4.30 raised
a sail on our lee bow. we run down and a boat came
board it proved to be the Canton. our mate went aboard
they gamed until 10.30. both ships took in sail at

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Thurs Jan 20th 51 { Lat [illegible] }

4 o'clock. we sent 3 boxes of Tobacco on board of her. she has been in to Pitt Island. and gave liberty: the Splendid is on our weather beam to night. we passed close to a reef to day at 11 o'clock. we are pretty close to land now and expect to go in — broke out Tobacco and served all hands. the weather is squally to night. with light rains.

{ The Pyramids } Fri Jan 21st 51 { Lat [illegible] }

Day begins with fine weather. we made all sail [illegible] [illegible] light breeze the Canton in sight on our lee beam and the Splendid in sight to windward at 5 o'clock [illegible] and one on weather beam. we tacked ship at 9 o'clock. and worked in to land all day. both ships out of sight at 11 o'clock it began to breeze up at 10 o'clock and kept on increasing all day. and at 5 o'clock it blowed a gale we took in maintopgallantsail at 10.30. took in flying jib maintopsail and double reefed mizzentopsail at 11.30. we parted the flying jib downhaul. and the sheet unhooked. it was blowing so strong that it came near carrying it away. at 1 o'clock took in the mainsail. at 3 o'clock took in the jib. at 4.30 took in foresail. lower foretopsail. and mizzentopsail. at 5 o'clock put all the boats on the upper cranes and put on the hatch bars. Looks like a bad night. Chatham Islands Pitt I. and the Pyramids on our weather beam about 5 miles off. there was a school of Porpoise under the bow at 9 o'clock we got fast to one but the iron drawed. nothing seen to day but this is the spot for them. 25$ up for head & tail. [illegible] put out [illegible] to night [illegible] is [illegible] time now [illegible] [illegible] there is [illegible] [illegible] [illegible] her 4. [illegible] is that [illegible] her. 450 barrels. [illegible] is a small place to [illegible] it.

January 1881.

Sat Jan. 22nd /81

Sat. 22

Day begins with clear weather and a stiff breeze. we set the ower [illegible] topsail & mizzentopsail at 6 O'clock. at [illegible] O'clock set the [illegible] and at 8 O'clock. the wind went down. set the upper topsails and mainsail. the Canton was right ahead at daylight he run down close to us and wore ship and stood into land ith us on the port tack. the Splendid was on our weather uarter a long way off. we set the boats down on the lower anes at 12 O'clock us and the Canton were close to Round Island. the Canton sent one boat in shore fishing. we saw the Splendid with her mainyard aback. thought she saw hales. we squared our yards and run down to her she had wo boats away. they were on a [illegible] reef. [illegible] & fishing e kept close to her took in our uppertopsails and backed hem hauled up our foresail & mainsail and furled them hat was at 4 O'clock. at sundown her boats came off we un close to her hauled aback our mainyard and set the lors for a gam but it was so late he would not gam perhaps we will gam tomorrow. the Canton kept in [illegible] Island. perhaps she will go in and trade [illegible] ugar & Flour. to day. put new buntlines on the foresail and hained gaskets on the foretopsail & fore-yard. put 2 new [illegible] on the flying jib. no sign of Whales. this is a very angerous place to be with a ship there is a great number of ocks & Reefs scattered all around. and very rough weather ere all the time.

Sun. Jan. 23rd /81

Day begins with very fine weather and a light breeze we made all sail at daylight and it died away to a dead calm. the Splendid was in our lee [illegible] and the land in sight to windward [illegible]

January 1881

Sun Jan 23rd /81 { Lat [illegible] }

[illegible] hauled up the [illegible] & mainsail [illegible] [illegible] she hauled up near and squared the yards to run down to her but there was no wind. she lowered a boat and pulled & sailed to us about 3 miles. got on board at 11 O'clock and our mate went over to her. both ships [illegible] [illegible] until 4 O'clock when it began to breeze up strong. then hauled to the wind on the starboard tack we [illegible] 3 topgallant sails and flying jib. for we were nearly out of sight of her at sundown. both ships took in all sail. the [illegible] was over at 9 O'clock. it was blowing pretty stiff at that time. we saw nothing to day. she caught a number of fish and a seal. and brought some fish on board to us [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] at 10.30 it breezed pretty hard. we took lower fore & mizzen topsails;

Mon Jan 24th /81 { [illegible] }

Day begins blowing pretty stiff but near daylight it began to moderate. we wore ship at 5 O'clock. the Splendid in sight on our lee beam. she wore ship also. we set the lower fore & mizzen topsails & foresail. and at 6 O'clock set the jib. we raised land right ahead. and at 9 O'clock set the upper topsails & mainsail. the Splendid was out of sight at 11 O'clock. at 12 O'clock we were close to under the land. hauled aback our mainyard and [illegible] [illegible] sent the starboard & bow boats in shore fishing. left the ship at 1 O'clock and were back at 4. they caught a fine lot of fish something like a codfish [illegible] [illegible] [illegible]. we hoisted the boats and washed them out. all hands turned to and cleaned them. we split and salted down 2 barrels and kept about 100 of them to eat fresh. they run about 5 lbs apiece. caught 2 large ones about 60 lbs each. the ship was very close to the land [illegible] [illegible] a number of

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Pitting ; Mon Jan. 24th/81 Lat. 44.25

ile to Pitts Island. no one lives on it. but it is full of
ck. belonging to people on Chatam Island. it is devided from
hatam by a wide strait 2 miles across. both Islands are very
mountainous but [illegible] of trees and good pasture. the Pyra-
mid is at the end of Pitts Island. a large rock like a cone and
ising to a great height. we had very light winds after 4 o'clock
and had to set everything to get clear of the land. we broke
ut a 4 barrel cask of Pork took the head out and lashed it
h on deck. at 8 o'clock our maintopmast spring stay parted.
is almost a dead calm to night steering S.E. we hauled up
the mainsail at 11.30. nothing seen from masthead to day.

Tues. Jan. 25th/81 Lat 45.03

Days begins with very light weather we boarded main tack
at 5 o'clock. [illegible] in sight on our weather quarter. we
[illegible] on the wind [illegible] we put a cask on deck
[illegible] hands and stowed it in the [illegible] so the [illegible]
[illegible] of fish we salted yesterday. we [illegible]
ight in the forenoon. it began to breeze up at 10 o'clock and
at 11 o'clock took in the 3 topgallantsails and flying jib
[illegible] reefed
the mizzentopsail. at 10 o'clock the Splendid was out of
sight. and at 10.30 raised the [illegible] 4 boats on our
weather bow on the same tack as us. at 4.30 she squared
the yards and ran for us. we hauled up the foresail & main
sail. and backed the mainyard. and hoisted the signal
at the mizzen peak. her boat come aboard at 5.30. brought
board a sheep. some potatoes & onions. she has just come
out from Chatam Island. she got a lot of sheep a bullock
potatoes & onions. the new potatoes have just come in
we gave her a lot of fresh fish. she [illegible] the

January 1881.

Tues Jan 25th /81 {Lat. [illegible]}

[illegible] in [illegible] at anchor 3 months from home with 2,400 [illegible]. Capt Fisher has her again. our Capt's son is 3rd mate on the ship & his wife are in high glee over it. I expect we will go right in there, they have not seen him for 7 years so it will be a great treat for them. we saw a Hump Back to day. we [illegible] the foresail, mainsail & jib at 7 O'clock. Capt Thomson went aboard at 8 O'clock as the weather was to rough to stay [illegible]. he is bound to Norfolk Island. we wore ship at [illegible] and it is blowing pretty stiff. we had fish all day to day it is splendid fish to eat. fat as butter, tomorrow [illegible] [illegible]

Wed. Jan 26th /81 {Lat. 44.5}

[illegible] [illegible] with bad weather [illegible] and [illegible] [illegible]. [illegible] [illegible] until after 5 O'clock. at 6 O'clock set the [illegible] and [illegible] [illegible] to [illegible] weather quarter. at 6.30 set the ~~upper~~ maintopsail and at 7 O'clock set the mainsail. it began to breeze up then and by 8.30 it was blowing almost a gale [illegible] [illegible] was [illegible] [illegible] under. at 9 O'clock took in the main [illegible] [illegible] [illegible] the mainback [illegible] and [illegible] had to take in the mainsail and jib. at [illegible] [illegible] the [illegible] right ahead. [illegible] [illegible] [illegible] [illegible] [illegible]. at 11.30 we raised the maintopsail and put a reef in it and set it. the other ships were under close reefed topsails at 4 O'clock we wore ship and took in the foresail. the [illegible] [illegible] and was out of sight at [illegible]. the Splendid was in [illegible] [illegible] and at 4 O'clock she had to [illegible] [illegible] [illegible] so let us go by to day [illegible] the [illegible] carrying sail [illegible] all [illegible]. we killed the sheep to day. our mate is off duty sick. I hope we will see the Alaska soon so as we can get away from here. we wore ship at 11.30 to night and the Splendid did the same [illegible] [illegible] in [illegible] [illegible] [illegible].

At Anchor } January 1881 Long. 176.58 W
in Chatham } Thurs. Jan. 27th /81 Lat. 43.48 S

Day commenced with pretty rough weather. at 3 O'clock a.m.
ook in the maintopsail. at daylight the Splendid was close
ahead. and land in sight ahead. we set the foresail & jib
t o'clock. at [illegible] gave her the mainsail. we came to Pitt
sland at 10 O'clock but the Alaska was not there. we then
uled aback and lowered the starboard boat and went
board the Splendid to find out if they saw her but they
d not. both ships run down to Chatham Island and got
ere at 1 O'clock and the Splendid run in and came to
anchor. our Capt went aboard of the Alaska and
e were off & saw the Alaska set her Ensign as a signal
r us to run in. we got up our tackles and got the
est anchor off the bow and hauled out 60 fathoms of
able run in and came to an anchor at 3.30 between
he Alaska & Splendid furled all sail and scrubbed
ecks. the captain's son came on board and had a very
appy meeting with his mother. the 3 skippers are aboard
the Alaska. there is plenty of fresh meat and Vegatables here. but no fruit now only apples as it is to early
e had fresh meat fore & aft to day. this is not a very
ood place to anchor. for if the wind hauls we have to
un out night or day. but we will not be long in here.
here was a crowd aboard from the Splendid and [illegible] went
[illegible] the Alaska. we got 2 sheep and a bag of potatoes from
e Alaska to night.

Fri. Jan. 28th /81

[illegible] with good weather [illegible]
4 O'clock we lowered 2 boats [illegible]
t 11 o'clock [illegible]
[illegible] water. about 60 barrels. we got them ready and

} [illegible] and } January 1881

} [illegible] } Fri Jan 28th /81 {Lat: [illegible]}

we & Starboard boat went to tow them ashore the Alaska sent 2 boats to help us. it was about 2 miles to the shore. the Starboard boat stopped ashore to fill water and the Bow Boat come back and all hands had breakfast. the Bow Boat then went ashore again and the Starboard Boat Come aboard and had breakfast. then they took the Capt ashore and the waist Boat went for sheep. we got the water filled and towed it aboard and hoisted it in and at 1.30 all hands had dinner. then two boats went ashore for Potatoes & onions. we got 1½ tons of potatoes but only a few onions as they were very scarce. we took 2 boxes of axes and some copper and cloth aboard of the Splendid. our Bow Boat got stove ashore as we had a very bad place to land. we got 23 sheep and a young Lamb for a pet. we were going to get a bullock but could not agree on a trade with the Natives. we broke out a Cask of Bread and filled the scuttle butt. and stowed some of the water in the forehold. and lashed up 5 Casks on deck. the Alaska hove anchor and sailed at 1.30. our Capt. Come down shore at 6.30 we hove anchor and got under way at 7.30. as he was afraid the wind was going to change. we took our anchor on the bow and all hands had supper at 9 oclock. we made all sail and kept her E.N.E. with a very light breeze. the Natives had a number of large fires ashore. trees & bushes and grass etc which it looked splendid from the ship. we could see it up to twelve Oclock. we also saw a Native ashore with 6 fingers on each hand and 6 toes on each foot. it was quite a Curiosity. we also got 3 fine Roosters to fight. but our old Rooster got beat. so he has got to go in the pot

January 1881

Sat. Jan. 29th /81 {Lat. [illegible]}

[illegible] with [illegible] [illegible] and a very light [illegible] and continued so all day. land was in sight until 10 o'clock [illegible] [illegible] [illegible] [illegible] [illegible] last night and was [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] and mounted our. [illegible] our potatoes but got not [illegible] them below. [illegible] 3 [illegible] we brought our Lamb on deck but he was so wild that we thought he would jump overboard. and had to put him below again. the watches were [illegible] round deck all day. the ship's master is 30s. [illegible] in sight to night. we [illegible] deck at 4 o'clock. took in all sail at sun down. we have [illegible] meat 3 times a day now. the mutton is very fine weather [illegible] to night. almost a dead calm. at 25 [illegible] [illegible].

Sun Jan. 30th /81 {Lat. 43.31}

[illegible] commences with fine weather and a very light breeze. and continued so all day. made all sail at daylight. we wore ship at 2 o'clock. and wore ship at 5 o'clock. and steering E. to night on the starboard tack. we had all our potatoes on deck to day [illegible] them below at 3 o'clock. nothing seen from masthead. took in all sail at 7 o'clock. we use one sheep every day now.

Mon. Jan. 31st /81 {Lat. 43.30}

[illegible] with fine weather and a very light breeze. we made all sail at 5 o'clock. we then sent down our upper maintopsail to [illegible] [illegible] [illegible] [illegible] [illegible] at 12 [illegible] hoisted it. we then sent down our maintopgallantsail [illegible] [illegible] [illegible] and set it at [illegible] o'clock. we [illegible] [illegible] at [illegible] o'clock and took in all sail at sun down. [illegible] seen from masthead. it has been [illegible] [illegible] [illegible] the morning. up to 12 to night.

February 1881

Tues Feb 1st /81 { Lat. [illegible] }

Day begins with [illegible] weather [illegible] [illegible] [illegible] the morning about 10 O'clock a very light breeze springing up and continued [illegible] all day. we painted the Larboard & Starboard boat. to day. the port watch were working in the bow to day. splicing bob stay and fore [illegible] Starboard watch working in main rigging. we raised a sail on our weather bow. at 1 O'clock. do not know who it is. she is on our beam to night but a long way off. we scrubbed deck aft [illegible] [illegible] and [illegible] in [illegible] sail at Sundown. we saw Humpbacks the afternoon. 30 [illegible] [illegible] for 2 weeks. for a Whale.

Wed. Feb. 2nd /81 { Lat. [illegible] }

Day begins with very fine weather and continued [illegible] [illegible] we saw the Alaska from deck on our weather beam. we made all sail at 4.30. we then filled the scuttle butt [illegible] [illegible] [illegible] [illegible] hatch. at 9 O'clock we hauled up our [illegible] [illegible] [illegible] [illegible] and the Alaska [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] sent the Cooper & Carpenter and a boats crew came aboard at 10 O'clock. we gammed until 10.30 to night. [illegible] brought a Paraquette aboard to the old Lady. both [illegible] [illegible] [illegible] [illegible] sail at 4 O'clock. we saw Porpoise and a school of [illegible] [illegible] [illegible] [illegible]. [illegible] we bound away from here now to go to French Rock and every one is glad for we have had a rough time here and got nothing for it. [illegible] [illegible] hog aboard the Alaska to night. they wanted her for a [illegible].

Thurs. Feb. 3rd /81 { Lat. [illegible] }

Day begins with very fine weather. made all sail at day light [illegible] Course [illegible] bound for French Rock. with a nice breeze [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] the inboard [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] scrubbed deck at [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Humpbacks & [illegible] weather [illegible]

February 1881

Fri Feb 4th 81 — Lat [illegible]

[illegible] [illegible] with [illegible] [illegible] and [illegible] [illegible] [illegible] breeze. we made all sail at daylight. the wind [illegible] or 4 points so we did not head our course to day but went on the wind port tack. we broke out a barrel of Pork [illegible] butter. salted down some mutton to day. the starboard watch were at work in the rigging. scrubbed deck at 4 o'clock and took in sail at sundown. Carrying all [illegible] sail to night. nothing seen from masthead to day.

Sat Feb 5th /81 — Lat [illegible]

Day [illegible] with very fine weather and continues [illegible] all day with very light winds we wore ship at 5 o'clock and the wind [illegible] again we wore ship at 8.30. at 5 o'clock we [illegible] the yards and [illegible] down the sails. the starboard watch were working in the rigging the port watch [illegible] the main-topmast [illegible] stay and set it up. nothing at all seen from masthead. scrubbed deck at 4 o'clock. and took in the light sails at [illegible] o'clock. we have plenty of [illegible] American [illegible] that the [illegible] brought out. my pet Lamb is getting very tame now. he will follow anyone around deck. the weather is getting quite warm now.

Sun Feb 6th 81 — Lat [illegible]

Day Commenced with very fine weather but a very light [illegible] we set all the light sails at daylight. about 8 o'clock [illegible] began to breeze up and we had a strong [illegible] up to 6 o'clock when it began to die out and from that time until [illegible] o'clock it was calm. the wind was on the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] we [illegible] the mainsail at [illegible] o'clock. [illegible] Your [illegible] 8 [illegible] [illegible] at 10 o'clock. to night [illegible] [illegible] nothing [illegible] from masthead to day. 30th [illegible] [illegible].

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Mon Feb 7th/81 Lat.

This day commenced with fine weather and [illegible] and [illegible] down, but almost a calm at day and very warm. we [illegible] up with the jib & flying jib guys and backstays and sent the sprit[illegible] [illegible] in on deck to fix it as it was chafeing. we got through with it and set up the guys and backstays at 3. o'clock. the wind [illegible] and we hoisted the jibs and braced up the yards on the starboard tack. steering N.W. we saw Grampus to day. our pigs are doing well. it is very fine to night, with a bright moon

Tues. Feb. 8th/81 Lat.

This day comes with fine weather [illegible] but no wind [illegible] [illegible] then [illegible] [illegible] spring up and at [illegible] a good breeze which lasted all day. we are steering N.W. [illegible] tack. nothing seen from masthead to day. the Capt. took down the 30$ that was up. and put up 20$. both watches were at work all day scraping the ironwork and painting it with red lead. we did not get through. at sundown we took in the fore & mizzen topgallantsails and furled them. we [illegible] starboard fore sheet to day and spliced over some running rigging

Wed. Feb 9th/81 Lat.

This day comes with fine weather and a good breeze [illegible] at [illegible] the wind [illegible] ahead a [illegible] points and [illegible] all day. both watches were at work scraping ironwork and painting it we [illegible] the [illegible] in the afternoon [illegible] at 4 o'clock. did not take in any sail to night. we saw Grampus to day. this is the best weather we [illegible] [illegible] same weather at home. [illegible] midnight [illegible] night [illegible]

Thurs. Feb. 10th/81 Lat.

This day comes with fine weather [illegible] [illegible] it has been [illegible] all day. saw nothing [illegible] both watches at work all day.

February 1881

Thurs. Feb. 10th /81 ; Lat. [illegible] ;

craping and painting iron work. also scrubbing ship on
the outside. worked up to 4 O'clock. at 2 O'clock. sung
out from masthead for a large log. on our lee bow. we
kept off for it and it come close alongside. but it was to
large to do anything with. we did not fasten to it. there was a
number of fish under it and they came along with the ship
we caught 14 of them. they weighed 8 pounds a piece. so if we
did not get the log we got a mess of fresh fish. we killed
chickens to day. we have got all the iron work on the
outside about done now. we got a very light breeze about
O'clock. and squared the yards. but braced up again at
O'clock. steering N. W.

Fri. Feb. 11th /81 ; Lat. [illegible] ;

Day begins with fine weather but calm. everything set. course
N. W. we repaired the suction hose this morning. both watches
at work scraping & painting iron work. we overhauled the [illegible]
[illegible] washed and painted them. we got a good breeze at the
starboard quarter at 10 O'clock. and it continued all day
at 4 O'clock it began to get squally with light rain. we both
watches got in sail and at 4 O'clock took in the main &
mizzentopgallant sails & flying jib. scrubbed deck at 4 O'clock
at 7 O'clock took in the mizzentopsail. mainsail and put a
reef in the mizzentopsail. running to night with foresail &
jib. and a good stiff breeze. we are about 200 miles from the
rock. saw nothing from masthead to day.

Sat. Feb. 12th /81 ; Lat. 33.57 ;

Day begins with very fine weather made all sail [illegible]
[illegible]
[illegible] 5:30 on our weather [illegible]
[illegible] 3rd [illegible]

February 1851

Sat. Feb. 12th /51 { Lat. 32.[illegible] }

was on the opposite tack with us and run out of sight in a short time so we are not sure what she was. the starboard watch were working in the rigging this forenoon. at 11.30 we had a rain squall took in the foretopgallantsail. and at 1 o'clock had another one carried away the flying jib sheet and jib tack we hauled both down. took in main & mizzen topgallantsails. when the squall was over we furled flying jib. and made a new pair of sheets out of 5 inch. and bent them and we then bent a new tack on the jib and set it again. we opened the 2 barrels of fish we caught at Chatham. one for aft and one for [illegible]. scrubbed deck at 4 o'clock and took in [illegible] it [illegible]. but still keeping our course. weather fine to night. we saw another large log to day. passed close to.

Sun. Feb. 13th /51 { Lat. 31.23 }

Begins with fine weather and a very strong breeze. we made the Curtis islands at [illegible] and [illegible] made French Rock at mid-night [illegible] about [illegible] we [illegible] off and run by it it was abeam at 8½. we run until 1 o'clock when we luffed to the wind on the starboard tack. at 9.30 this morning we had quite an ex-citement on board. sung out for sperm Whales close to. we hauled up the mainsail and the Capt sung out to get the boats ready. everyone was wild it is so long since we saw a whale. but it turned out to be a large school of Grampuses their spout looks like a sperm whales when they are close to. two of our young pigs died to day. their mother lay on them. we had some of our canned mutton to day. at 4 there was a school of [illegible] under the bow but we did not strike any. we wore ship and took in all sail at sundown. there is strong Easterly winds here now. the same as we had last season. so it is hard enough on whaling

Valentine! February. 1881. Day.

Mon. Feb. 14th /81 Lat. 31.13

Day came in with fine weather and a very strong breeze. we set the foresail mainsail & jibs in the morning at 7 o'clock set the upper maintopsail and at 10:30 set the upper foretopsail we sent down our cutting in guys from the fore top and changed them end for end and put them up again. made a new set of jib pennants and put them in. nothing at all seen from mastheads to day. scrubbed decks at 4 o'clock and took in sail at sundown. the wind went down in the afternoon and it is very fine to night:

Tues. Feb. 15th /81 Lat. 31.40

Day begins with fine weather and a light breeze we wore ship this morning and made all sail on the starboard tack all day. we set up our fore stay in the forenoon and then started to set up our rigging we set up all the lower rigging on the port side fore main & mizzen we had [illegible] set scrub off to day. took in all sail at sundown [illegible] for blows twice this morning but did not see it again.

Wed. Feb. 16th /81 Lat. 31.1[illegible]

Day begins with very fine weather and continues so all day. we wore ship and made all sail at daylight and scrubbed [illegible] decks [illegible] in the [illegible] we set up the lower rigging on the starboard side fore main & mizzen and put two new lanyards in the fore & main [illegible] starboard side. we were busy until 4 o'clock cutting our [illegible] and [illegible] decks again. wore ship and took in all sail at sundown [illegible] busy [illegible] we saw a school of porpoises and one Grampus to day.

5.70

February 1881.

Thurs. Feb. 17th/81 {Lat. [illegible]}

Day [illegible] with [illegible] weather [illegible] [illegible] [illegible]
[illegible] at 2 P.M. [illegible] the morning it [illegible]
[illegible] [illegible] which
lasted all day we set the mizzentopsail again at 9 o'clock and
then set the foresail mainsail & jib. we broke out bread to
day and was busy in the afternoon putting seizings on the
main & mizzen rigging. cleaned our sharpholes. and [illegible] up yarn
to serve them with. scrubbed deck at 4 o'clock. [illegible]
[illegible] and wore ship at sundown. we raised French Rock
at 2.15. on our weather bow. starboard tack. weather fine to night
we took down our crows nests from mastheads to day. 25 [illegible]

Fri. Feb. 18th/81 {Lat. [illegible]}

Day begins with fine weather and a very light [illegible] made
all sail in the morning. but the wind all died out [illegible] we
had a calm most of the day and it was very warm. we
[illegible] [illegible] in the rigging and cleaned the [illegible]
pipes. French Rock was on our weather beam this morning. we
[illegible] the wind until 1 o'clock when we [illegible] to the
wind on the port tack. we raised Goat Island and Curtis
Rocks at 10 o'clock. and to night it is close [illegible]
[illegible]. we scrubbed deck at 4 o'clock. took in the light
[illegible] at sundown. we saw [illegible] and porpoises. [illegible]
25th in gold up for a Whale. but none to be seen.

Sat. Feb. 19th/81 {Lat. [illegible]}

Day begins with fine weather and a very light breeze which
continues all day. we made all the light sail in the mor-
ning. French Rock & Curtis Rock in sight to day. [illegible]
and set up our topmast backstays [illegible] [illegible]
[illegible] backstays at the [illegible] [illegible]
[illegible] [illegible] we [illegible]

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Sat. Feb. 19th /81 { Lat. [illegible] }

thip to day. scrubbed deck, at 4 o'clock and took in all
ail at sundown. it was very warm to day. nothing at
ll seen from masthead to day. we broke out Tobacco
to day. this is fine weather for whaling but none to be seen

Sun. Feb. 20th /81 { Lat. [illegible] }

Day comes in with very fine weather. we made all sail at day-
light. raised a spout while we were making sail on the weather
beam but it turned out to be Grampus. we saw a large school
of Porpoise to [illegible] windward. there was a very
light breeze in the morning but it all died away and we had
calm all day. and very hot. could hardly stand at
masthead the sun was so hot and not a breath of wind. we
squared the yards at 9 o'clock and kept them so up to 12
o'clock to night. took in all sail at sundown. 25th in gold up.

Mon. Feb. 21st /81 { Lat. [illegible] }

Day begins with calm weather and continues calm all day
and very hot. at one O'clock this morning we had a light wind
[illegible] but it did not [illegible] much. we made all sail
in the morning. raised a spout at 8 o'clock but only saw
it once. we squared the yards and kept them so until
o'clock when we braced them up on the starboard tack.
French Bark in sight. it is very poor weather for whaling
as there is no wind to go anywhere. we set up fore top-
mast back stays on the port side forward. and the top-
mast back stays at the main & mizzen port side turned
through and put new lanyards into them. scrubbed off
deck, at 4 o'clock and took in sail at sundown.
There is not a breath of wind to night we let the
foresail & jibs hang but furled everything else. we saw
a few Grampus to day. 25th up for a head & tail.

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Washington; February 1881. Bath, Day

Tues. Feb 22nd ; Lat.

Day begins with a dead calm we made all sail at [illegible] at 4 o'clock there was a light breeze [illegible] continued steady all day. we broke out water in the fore hold and filled the scuttle butt. then set up and turned the mizzen topmast backstay on the port side. then set up the top gallant and royal backstays at the mizzen both sides. in the afternoon set up the [illegible] stay. did not get through until 6 o'clock. we broke out a large coil of new spunyarn 1200 fathom and picked up about half of it in 50 fathom pricks ready to use. scrubbed deck at 4 o'clock and took in all sail at sundown. French Bark in sight this morning but run it out of sight at 11 o'clock. we saw a very large school of Porpoises and a number of Albacore but were to busy to catch any. it is so warm now that we cannot sleep below. so we have to take the deck & boats for it. no notice taken of the holiday. and it was uncommon hot to day

Wed. Feb. 23rd /81 ; Lat.

Day commenced with fine weather but at 5 o'clock it came to breeze up and get squally. and began to rain it continued to rain until 1 o'clock when it cleared off. and it was fine all day after we set the foresails at 6.30. and at 8 o'clock set the jibs. at 2.30 set the mainsails. did not see anything from masthead to day we finished picking up our spunyarn to day. [illegible] hold and scrubbed deck after 4 o'clock. took in sail at sundown and bumped ship. weather fine to night.

Thur. Feb. 24th /81 ; Lat.

Day begins with fine weather and a light breeze which continued all day we made sail in the morning. set up the [illegible] and [illegible] on the fore & main topmast backstays. set up the jib stay and [illegible] stay [illegible]. scrubbed deck at 4 o'clock took in all sail at sundown and broke out [illegible]. nothing seen from masthead to day [illegible]

February 1881

Fri Feb. 25th 81 ; Lat: [illegible] ;

Day begins with fine weather but no breeze. it continued [illegible] calm all day. made all sail in the morning. nothing [illegible] seen from masthead. [illegible] [illegible] at work on the backstays. fore & main port side putting on seasings and serving them. we painted our fire buckets to day and bottle molasses. scrubbed deck at 4 O'clock. and took in all sail at sundown. there is a very light breeze to night.

Sat. Feb. 26th 81 ; Lat: [illegible] ;

Day begins with fine weather and a good breeze which [illegible] [illegible] we made all sail in the morning. both watches [illegible] [illegible] in the fore & main rigging putting on [illegible] & serving the backstays. put new service on the bits & [illegible] [illegible] [illegible] [illegible] the [illegible] & [illegible] [illegible] [illegible]. scrubbed deck at 4 O'clock & took in all sail at sundown. nothing seen from masthead. there was a few Albacore around to[illegible]

Sperm Whale ; Sun. Feb. 27th 81 ; Lat: [illegible] ;

Day begins with fine weather and [illegible] [illegible] we made all sail at daylight. starboard tack. at 7.30 2nd mate saw Sperm Whales 2 points on the weather bow. 3 miles off they were going to leeward and run into the sun glade. so that it was [illegible] hard to keep run of them. we called all hands and got the boats ready. hauled up the foresail and mainsail and hauled the mainyard aback and lowered away the boats. the whales were about 1 mile off. we got down to them. the first rising and the 3rd mate went on and struck, at 9 o'clock. the gun [illegible] got foul and stove the boat on top of the Whale and he stove [illegible] pretty bad. had to give the line to the mate and go for the ship. 2 men bailing all the time to keep her afloat. but got to the ship all right.

Sperm Whale } February 1881

Tues Feb 24th/81 } Lat.

the other boats had a hard time to kill him for he was a bad whale. the 4th mate lost 3 lances in him and he stove the 2nd mates boat and knocked the boatsteerer about 20 feet in the air and overboard and one man got his finger very near taken off. but we fixed him at last and got him alongside at 11 O'clock hoisted up the boats took in the light sails got our tackles up and stages out. spliced the main brace and all hands went to dinner. we then got hooked on and Commenced cutting in at 1 O'clock. but it began to brew up and look like bad weather. with a very heavy sea on. we got the jaw in and the head off and hauled it aft with a fluke chain on it and made it fast. the weather kept getting worse and at dark it began to rain and blow pretty hard. the Capt wanted to get the body all in to night but the tackels kept tearing out. and we could not keep any lights burning so at 9.30 we had to give it up with about 2/3 of the body cut in we put a large chain round the body and let it hang we then took in all sail and put the ship under bare poles and all hands went to supper we then set boat crew watches for the night. it is blowing hard now with rain and lightning and I am afraid we are going to lose the head and it is a fine one to for the whale is a 100 barrel fellow. this is the first bad weather we have had for a long time. but I hope in the morning it will be better so that we can save him.

[illegible] in the [illegible] around [illegible] that we could get at her better to repair [illegible] [illegible] a number of oars out of the different boats.

February 1881.

Mon Feb. 28th '81 { Lat. [illegible] }

ay begins with very rough weather plenty of lightning and ain and it looked as if we were going to lose the head t as it is summer time here now the storms does not last ng. so coming on morning it moderated a great deal and 5 o'clock it was very good weather and continued fine l day. we called all hands at 5 o'clock. set the [illegible]. & [illegible] [illegible]. & foresail and wore around so as to cut to leeward we cut in what body we had left. and clea= up the [illegible] and got the small overboard. and all ands went to breakfast at 7 o'clock. we then hooked on ead. cut and cut in the junk. hooked on to the case d bailed it outside. got through and went to dinner t 12 o'clock. we then cut away from the case. got the ckles down and stowed them away and took in the tages. got all the try gear up and got the works ready nd started the fires at 2.30. we had our junk all cut at 6 o'clock. we filled the tank and 2 large casks with it was the best head we got this voyage. we are all tarted on straight work trying out to night. we cleaned the [illegible] this afternoon to. the watch was set at 6 o' ck. try watches, that is 2 watches in the night.

{ Tues. } March 1881. 1st. { [illegible] 1.32.12 }

Day begins with fine weather and a good breeze and [illegible] s [illegible] we had a few light rain squalls after [illegible] morning but it did not amount to much [illegible] [illegible] made any [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] we [illegible] trying out [illegible] [illegible] 12 o'clock [illegible] [illegible] [illegible] hands turned [illegible] raised the [illegible] in short pieces and cleaned the

March. 1881

Tues. Mar. 1st /81 — S.l. 32.12

both bones to keep as the crew want some bone to make canes. we also drawed the teeth and they were very large after 4 o'clock we coopered what oil we had turned up. we turned the stovern boat over to repair and carpenter was at work at her all day but did not get through. we did not see anything to day. we have got 2 men sick in [illegible] which leaves us short handed. fine weather to night

Wed. Mar. 2nd /81 — S.l. 6.

Day begins with fine weather and continues fine [illegible] with a light breeze. we set the mizzentopsail & jib in the morning. as there was a heavy sea on we set the [illegible] to [illegible] steady. we are busy trying out. we got all through trying out the body at 7 o'clock this morning. it turned up 64 barrels. we then started on the head. and had it all tried out at 6 o'clock tonight the head turned up 40 barrels. we then put on the [illegible] which will make about 3 barrels. which gives us all total 107 barrels turned up. we cleaned up the blubber room and deck cleaned up all the trygear and machine. and stowed everything below. we made very quick work on this whale. he was so fat that he did not try himself out. for we had to use some wood in the last of it. I did not work much on this whale as I had to stand masthead most of the time. we broke out [illegible] to day. we broke out water in between decks. to use but did not fill the scuttlebutt. we coopered all the oil on deck after 4 o'clock and took in the uppertopsails & jib. at 6 o'clock. we did not see anything from masthead to day. there was a great number of birds round us to day. it is a great picnic for them when a ship gets a whale in they have a regular feast. the [illegible] [illegible] everyone when he made so much. for he did not look big enough for a hundred barrels [illegible] another one.

March: 1881

Thurs. Mar. 3rd /81 { Lat. [illegible] }

Day begins with very fine weather and Continues fine all day. we
d all hands on deck to day stowing down. we [illegible]
daylight then broke out water and filled the scuttle butt. broke
Beef & Pork. we stowed down about 40 barrels to [illegible]
o starboard side fore hold. and we had a lot of stuff
break out from there and a lot of salt water to pump
e cleaned out the [illegible] and all around the winches. we
orked until 5:30. we will have all hands tomorrow
ing. when we will finish. we are having boats crew wat=
es to night. that divides the time so that each boat crew
as only 2 hours to stand on deck. we set the foresail in
e morning and the jibs at 10 OClock. took them in at
ndown. nothing seen from masthead to day.

Fri. Mar. 4th /81 { Lat. 6. }

Day begins with fine weather and a good breeze [illegible] all
[illegible] at 7 [illegible] we set the upper topsails, foresail & jib. we then
ent to work stowing down the ballance of our oil. we got it
down at 10 OClock. we then wet hold. and stowed off
e blubber room and cleaned up deck. and sent the tackles
own. and then had dinner. we then scrubbed ship all over
ith sand and got through at 4 OClock. we got a cask of
esh water to wash up with and everyone took advantage
it and had a good clean up. we set the maintopgallantsail
d flying jib at 10 OClock. nothing seen from masthead to day
e bumped ship and took in sail at sundown. we are all
ady for another one now. the 2nd mate got his $25 to day
or raising the Whale. and there was $15 more [illegible] to day
there is a good chance for whales here now. as it is the
est part of the season this month. we have made very
good time in this whale. just 6 days since we struck him.

March. 1881

Sat. Mar. 5th /81 { Lat. [illegible] }

Day begins with fine weather but coming on overcast at [illegible] to look stormy. we set the foresail & jib at daylight we [illegible] [illegible] at 7.30 we set the upper topsails & mainsail and hauled out the spanker. it commenced to blow [illegible] pretty strong and at 10.30 we took in and [illegible] the upper topsails and at 11.30 took in the mainsail & jib. I thought we was going to have a [illegible] wind but after 12 o'clock the wind went down we set the jib at 1.30 raised a [illegible] at 3 o'clock on the lee beam but only seen it [illegible] cooper was at work setting up casks all day. we cleaned the [illegible] of the whale to day and they were divided out among the [illegible] [illegible] out [illegible] to day. we saved some of the jaw bone and some of the boys were busy cutting it up to make canes. there is a number of pieces laying over the bow. there was a number of very large sharks around the ship to day. we scrubbed decks with lye at 4 o'clock. pumped ship and took in sail at sundown took the lines out of the boats to day. the boatsteerers were busy grinding lances and setting up harpoons. it is a calm to night

Sun. Mar. 6th /81 { Lat. [illegible] }

Day begins with very fine weather and continued [illegible] with a light breeze we made all sail in the morning [illegible] [illegible] [illegible] doing to day [illegible] washing up and reading [illegible] [illegible] [illegible] masthead. there was 2 or 3 sharks around to day and we tried to get one to get some skin for sand paper. we struck one but the iron come out. we were on the starboard tack all day. took in all sail at sundown [illegible]

Mon. Mar. 7th /81 { Lat. [illegible] }

Day commenced with very fine weather and [illegible] continued [illegible] day. we made all sail at [illegible] cooper went to work setting up casks and worked all day. [illegible] [illegible] [illegible] [illegible] we [illegible] [illegible] the [illegible] [illegible] the

March. 1881

Mon. Mar. 7th /81 Lat 31.05

ine & main yard overhauled them and took all the
ld service off and put on new tarred them and put them
t again. come up with the maintopmast spring stay and
tarred the service on it. nothing in the way of whales seen
day. we raised French Rock at 3 O'clock ½ a point on
e. lee bow. we were on the starboard tack. the boys were
ll busy sawing out bone to make canes. there is quite a
umber of pieces laying now to whiten it. we scrubbed deck
t 4 O'clock and took in sail at sundown we kept our jib
t. we were [illegible] handy to the rock at 7.30 so we wored
round on the port tack.

Tues. Mar. 8th /81 Lat. 31.57

Lo[illegible] with fine weather. we wore ship at [illegible] O'clock [illegible]
ut [illegible] to [illegible]
[illegible] we set the maintopsail,
[illegible] & mainsail in the morning. French Rock in sight
[illegible] on our weather bow about [illegible] miles off.
[illegible] we passed the rock at 7.30. we raised a white water
t 11 O'clock about 3 miles off on the weather bow but
d not make out what it was. we sent down the fore &
maintopsail [illegible], jib [illegible], lower maintopsail [illegible]
nd upper maintopsail [illegible] tarred and overhauled them
d sent them up again. broke out vinegar & molasses. went
[illegible] at 3 O'clock. scrubbed deck at 4 O'clock and took in
ll sail at sundown. we also cleaned and oiled the
[illegible] with [illegible] pretty [illegible] busy to night and [illegible] staring +

Wed. Mar. 9th /81 Lat 32.29

Lo[illegible] with good weather overhead but a [illegible] strong
[illegible] we did not make any
sail [illegible] to day. at [illegible] O'clock it was blowing [illegible]

March 1881

Lon. .Wed Mar. 9th/81 Lat. 32.07.

[illegible] at 2 O'clock it was blowing a [illegible] wind [illegible] nothing to [illegible] & [illegible] and at 4 O'clock [illegible] at 3.30 [illegible] in the [illegible] & mizzentopsail and [illegible] the starboard boat on the upper cranes. [illegible] foretopsail brace parted about 3 O'clock. we are on the [illegible] tack [illegible] day. nothing seen to day. it is blowing very hard to night and a heavy sea on and we are shipping a great deal of water. I hope it will not last long.

Thurs Mar. 10th/81 Lat. 32.43

The gale still continues blowing hard with a heavy sea on and shipping plenty of water. nothing doing to day. mastheads up. blowing heavy to night with rain squalls.

Fri Mar. 11th/81 Lat. 6

The gale still Continues blowing pretty hard. we [illegible] this morning. and at [illegible] O'clock at the [illegible] after 12 O'clock at noon it [illegible] & mizzentopsail [illegible] at 3 O'clock [illegible] everything [illegible] there is a heavy sea on to night. the Capt was at work putting new Canvas on the after house to stop a leak. mastheads up to day but nothing at all in sight.

Sat Mar. 12th/81 Lat. 33.12

The gale still continues, and raining all day. we [illegible] at [illegible] O'clock [illegible] 2 [illegible] of water that we [illegible] on deck [illegible] the starboard [illegible] from then until 12 O'clock it blowed and rained very [illegible] at 3.30, [illegible] and put on the hatch bars. [illegible]

(3 March 1881

Sun. Mar. 13th/81. Lat 32.59

Day [illegible] with the gale still blowing and raining pretty [illegible] this is a [illegible] heavy [illegible] and we are shipping water [illegible] & aft. about 3 O'clock this morning the wind commenced [illegible] and at 7.30 we wore ship and set the lower fore [illegible]sail. at 9 O'clock mastheads went up. at 10.30 we set the [illegible]insail. and at 12.30 set the jib & mizzentopsail. it has [illegible]een foggy and rainy all day. and the sea has not gone down much. at 6 O'clock we wore ship and took in the foresail & jib. no mastheads up after supper it is so foggy. [illegible] we [illegible] at [illegible] [illegible] [illegible] now [illegible] [illegible] three [illegible]

Mon. Mar. 14th/81 Lat [illegible]

Day commenced with thick rainy weather but not much of a breeze. we wore ship at 12 O'clock and wore again at 2.30 A.M. we caught plenty of water for washing. it stopped raining at 7.30. we then set the foresail & jib. and at 9 O'clock set the [illegible] staysails & mainsail and at 10.30 set the flying jib. we got a pretty stiff breeze in the afternoon and took in flying jib at 1.30. we set the boats [illegible] on the [illegible] cranes. [illegible] and [illegible]. the starboard watch [illegible] the dead eyes on the main. and [illegible] down the mast. the old Lady lost one of her canary birds to day. we opened him and found a large worm in is stomach. raised a whale on our lee beam at 5 O'clock. kept off but did not see it again. the days are getting very short now and we changed supper hour from 5.30. to 5 O'clock. and all hands have supper together, instead of watch & watch as usual. the gale blowed us away from the track so we have been running back toward it to day. but not much [illegible] [illegible] in all sail at sundown weather [illegible]

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March 1881

Tues. Mar. 15th /81 ; Lat. 31.4 ;

Day begins with fine clear weather and a good breeze. raised whales [illegible] at 5.15 and we raised what we thought was sperm whales about 1 point on the lee bow 1½ miles off called all hands and put the lines in the boats and got all ready to lower. the whales were so close to that we hauled back the main yard and lay still until 9 o'clock but we did not see them again. they must have gone in the [illegible]. after breakfast we sent down the maintopgallant mast for [illegible] and [illegible] them and put them up again took down a large [illegible] that is lashed on the starboard side and [illegible] the [illegible], put new lashings on the [illegible] and cleaned out and scrubbed all around it. took down the foretopgallant for [illegible] and [illegible] and put them up again we squared the yards at 8 o'clock. and run all day. course N. by W. scrubbed deck at 4 o'clock and took in all sail at sundown braced up the yards on the starboard tack. raised a large white water right ahead at 2.30. about 6 miles off. but only seen it twice.

Wed. Mar. 16th /81 ; Lat. [illegible] ;

Day begins with fine weather and a good breeze which continues all day we made all sail in the morning and squared the yards and run before the wind all day. raised [illegible] at daylight and had it on the port beam at 10 o'clock raised Curtis Rocks and Goat Island at 2 o'clock. at sundown they were close to on the starboard beam. we set up our fore and maintopmast rigging both sides. sent in our rigging [illegible] and [illegible] them and put them out again. broke out [illegible]. scrubbed deck at 4 o'clock and took in all sail at sundown. but running off under lower topsails, to clear the land. full moon

March. 1881

St Patricks Day ; Thurs. Mar. 17th /81 ; Lat. 20.16 ;

Day begins with very fine weather and a good breeze which continues all day. we luffed to between Goat Island & Circle Rock at night and at daylight we were close to land we raised the topsails and got out and set them and went along there until 8 O'clock but did not see anything. we then squared the yards and set everything and was out of sight of land at 3 o'clock. at 3.30 there was a school of Porpoise under the bow. we struck one but the iron drew out and he went off spouting blood. we raised a sail at sundown 4 points on the starboard bow we hauled up the mainsail and kept off. but we think it was a merchantman. we luffed to on the starboard tack and took in all sail. scrubbed deck at 4 o'clock Broke out a cask of Pork to day and put it in barrels and stowed it below. broke out butter. put a half cask of water in the scuttlebutt. set up the foretopgallant rigging both sides and set up the starboard side of the mizzen topmast rigging and put a new head band on the mizzentopsail. weather is very fine to night.

{ Whales } Fri Mar. 18th /81 ; Lat. 20.4 ;

Day begins with very fine weather and continues so all day. we made sail at daylight. we broke out bread in the morning and broke out 2 casks of Cordage and kept out a lot of new stuff. then headed up and stowed away again between decks. Port watch then got ready to rattle down on the port side of the fore rigging. had a boatsteerer and one man all day on deck working at it. the starboard watch set up the port side of the main topmast rigging at 3.30 we raised sperm whales on our lee beam 4 miles off. called all hands and kept the ship off.

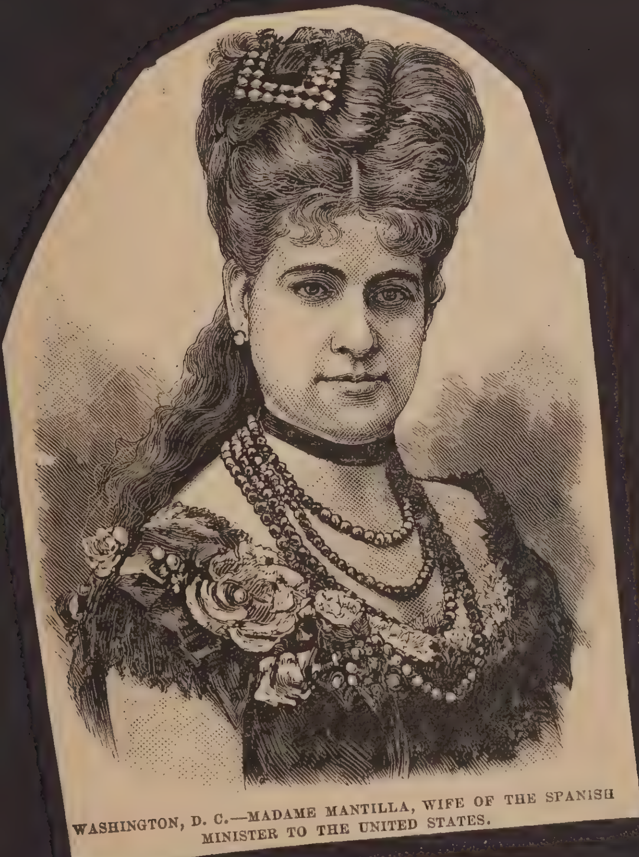
March 1881

Whales — Fri Mar. 18th/81 — Lat. [illegible]

but there was a very [illegible] breeze so we lowered the boats right away and paddled up to them. there was any amount of Whales. but there was a school of Porpoise got foul of them and they started off like a streak to windward we took down our sails and pulled to windward but did not get up to them until long after sundown. it was pretty dark when the 1st mate darted at one but did not fasten. she raised the boat out of the water and knocked the oars out of the mens hands. the 4th mate darted but did not fasten. he got stove a little. the 2nd & 3rd mate both got on top of the Whales but did not dart. it was to late on to strike anyhow. the boats then come aboard at 8.30 we hoisted them up and took in the maintopgallant sail & flying jib. and all hands went to supper at 9 o'clock. great expectations for tomorrow. 20th up to day.

Sail ⊙ — Sat. Mar. 19th/81 — Lat. 30 26

Day again with a light rain not a breath of wind. so left us a very poor chance to see the whales we did not see any [illegible] until after breakfast when we got [illegible] after breakfast there was a little wind but it did not amount to much. we raised a sail at 12 O'clock but it turned out to be a Schooner she was out of sight at 4 O'clock. we finished [illegible] the port fore rigging rattling down at 12 O'clock. and [illegible] on the starboard side. the starboard watch [illegible] the port main rigging to day. both watches had 2 men all day on deck working at it. we also set up mizzen top [illegible] and rigging. we [illegible] out water & [illegible] & [illegible] and scrubbed deck & [illegible] ship at 4 o'clock. took in [illegible] sail at sundown our Cat fell overboard to day and one of the men went after her and got her. Calm weather to night.



WASHINGTON, D. C.—MADAME MANTILLA, WIFE OF THE SPANISH MINISTER TO THE UNITED STATES.

st Michael Fiennes that scar
n suggested a doubt in his favor.
ed the wind, as Lord Addingfield said,
he was reaping the whirlwind. It was
opularity begotten by his life of solitude—
born of the overwhelming burden of his
shame—that was his ruin now; and the
, delicate heart that had shrunk, in its deep
of honor, from making friends with the
mon of unrighteousness, found no habitation
helter itself under in that day when the storm
st, and the bitter flood of universal reprobation
erwhelmed his soul in darkness. The shame
self would have been but a nine day's wonder had
been a popular man. It was the selfish vanity
ounded, the sensual appetites disappointed, the
etty ambitions overthrown, and the sordid schemes
estroyed, that swelled the torrent of righteous
ndignation against him, and made its waters as
lack as those of Acheron.

HAPTER XXXII.—MR. NORTHCOTE SMYTHE HUNTS THE DUKE'S COUNTRY.

THE 13th of February was destined to be a day long remembered in the annals of the County of Essex; it was on Tuesday, the 11th, that Miss Skinner received her letter from Claude La Touche, and the following Thursday was to be rather a great occasion with the Duke's hunt, as his grace was away in Warwickshire, where he had gone to celebrate no less an event than his own marriage, and Mr. Northcote Smythe was going to hunt his country by invitation.

On the previous night Mr. Fiennes went through the stables with Manners, and settled what horse he would ride, in serene and perfect unconsciousness of the storm about to burst over his doomed head, or of the fact that the miserable secret which
and which had poi-

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in a most m
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whom he had
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Mr. Fiennes's
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what turned
noted swindl
to think as o
it makes me
Oh, my Berli
And Mrs.

March 1881 { Lat. 30.19 }

Sun. Mar. 20th /81. { Long. [illegible] }

Day begins with very fine weather but calm. we made all sail at daylight. at 9 o'clock there was a good breeze [illegible] [illegible] it continued all the rest of the day. [illegible] [illegible] from masthead. we broke out and furnished Tobacco to day. tacked ship and [illegible] [illegible] [illegible] at sundown [illegible] [illegible] jib set. at 9 o'clock there was a school of Porpoise under the bow but we did not get any. weather fine to night.

Mon. Mar. 21st /81 { Lat. no obs. }

Day begins with fine weather and a nice breeze. we made sail at daylight [illegible] [illegible] [illegible] ship again at 7 o'clock and [illegible] the [illegible] [illegible] all day. [illegible] [illegible] any thing at all to day. both watches working in the rigging to day setting down at the fore & main. we have got all through with the fore rigging. took down mizzen topmast lifts and overhauled them & put them up again. we painted the fore & the sail sheets. scrubbed deck at 4 o'clock. wore ship at sundown and took in sail. kept [illegible] [illegible] shoulder & jib out at the sun [illegible] [illegible] at 12 o'clock this morning and we are on the lookout for a storm. weather fine to night.
20th [illegible] [illegible] a Whale to day.

{ Tell. O } Tues. Mar. 22nd /81 { Lat. no obs. }

Day begins with fine weather and a light breeze [illegible] [illegible] [illegible] most of the day. made all sail at daylight. finished setting down mizzenmast rigging starboard side. finished main rigging larboard side and started on maintopmast rigging. we made a [illegible] of new setting stuff [illegible] [illegible]. 12 & 15 [illegible] [illegible] [illegible] at 15.4 [illegible] [illegible] weather [illegible] but [illegible] not make out [illegible] [illegible]. scrubbed deck at 4 o'clock. took in sail at sundown and left the jib set. weather fine to night. no signs of Whales to day.

March 1881

Wed Mar 23rd/81 ; Lat. no ;

Day begun with fine weather and a very strong breeze [illegible] [illegible] [illegible] [illegible] [illegible] other [illegible] we did not see anything [illegible] [illegible] [illegible] until about 15.12 raised a white water 5 miles off right ahead we set the flying jib and did not see it again at 1.30 it began to get squally with light rain took in the flying jib & upper topsails and at [illegible] o'clock took in the mainsail and at sun down took in all sail at [illegible] o'clock there was a large log of wood came close to the ship there was plenty of fish under it we [illegible] fish lines and caught a good mess for [illegible] & aft we were working rattling down in the fore topsail and fore topgallant rigging and in the maintopsail and main topgallant rigging and also in the mizzen rigging [illegible] [illegible] we have got nearly through rattling down now [illegible] was 20lb up to day for a Whale there is a very strong breeze to night and looks like a change of weather.

Thurs. Mar. 24th/81 ; Lat. no ;

Day begins with a very strong breeze which continues [illegible] [illegible] but nice weather overhead there was a heavy sea on we did not make any sail only foresail & jib we loosed the mainsail but did not set it nothing seen from masthead we were [illegible] in the [illegible] rigging finished rattling down in the main topmast rigging and at work in the mizzen rigging starboard side we were making new manropes but did not finish them we wore ship and took in sail at sundown

Fri Mar. 25th/81 ; Lat. [illegible] ;

Day begins with a very strong breeze we set the [illegible] [illegible] & jib we were at [illegible] the mizzen rigging starboard side and [illegible] [illegible] on port side broke out water from the [illegible] hatch 2 casks but did not [illegible] the [illegible] [illegible] [illegible] [illegible]

March 1881

Fri Mar. 25th /81 { Lat. 30.05 }

…e did not see anything at all to day. scrubbed deck at 4 o'clock and took in sail at sundown. 258 [illegible] to day. …e are having very strong Easterly winds, now but I think it will not last long.

{ Gale } Sat. Mar. 26th /81 { Lat. 31.17 }

Day begins with very rough weather [illegible] a gale and a very heavy sea on. [illegible] took in the mizzen topsail at 12 o'clock this morning and we did not make any sails at all to day. we wet hold pumped ships and broke out mizzen [illegible] [illegible] down the masts. we finished rattling down the mizzen rigging [illegible] sides. scrubbed ships at 4 o'clock. nothing seen from masthead to day. [illegible]

{ Gale. } Sun. Mar. 27th /81 { Lat. 31.33 }

Day comes with very rough weather. a very strong [illegible] and heavy sea on. we set the foresail & mizzen topsail at 8.30 [illegible] [illegible] White Whales from masthead but it turned out to be Porpoise. we wore ships and took in the foresail & mizzentopsail at sundown. weather bad to night.

{ Gale } Mon. Mar. 28th /81 { Lat. 32.06 }

Day begins with a gale of wind and continues blowing very hard all day. no sail made & nothing doing to day and nothing seen from masthead. we took in the [illegible] topsail and set the boats on the [illegible] cranes. we shipped some very heavy seas to day. and it is blowing hard to night.

{ Gale } Tues. Mar. 29th /81 { Lat. 32.20 }

Day begins with the gale still blowing. but at 6 o'clock it [illegible] moderate some. and it was fine weather [illegible] we set the [illegible] topsail at 8 o'clock we then [illegible] [illegible] the wheel it took us all the forenoon. in the [illegible] we scraped and oiled the [illegible] and

{ Gale } March 1881.

Tues. Mar 29th/81 { Lat [illegible] }

Stanchions and fife rail and all the belaying pins, varnished the top of the after house and the Starboard & Larboard boats and today broke out Beef & Pork and scrubbed decks at 4 [illegible] we had only one man at masthead and nothing seen the weather is [illegible] [illegible] the time we set the mizzen topsail at 9 o'clock and the jib at 10 o'clock we are heading S. W. and I think we are bound for the Bay of Islands

{ Gale } Wed. Mar 30th/81 { Lat 32.50 }

Begins with pretty good weather but a stiff breeze we set the foresail & mainsail at daylight we set [illegible] and the whole topsails [illegible] the [illegible] the boats and the after part of the [illegible] and also painted the deck pumps it commenced to breeze on strong at 11 o'clock we were running for the Bay about one point free steering [illegible] but at 12.30 we had to take in our upper topsails and at 2 o'clock we were under lower topsails blowing a gale of wind we took in the mizzen topsail at 2.30 and the mastheads come down. our water gave out and we had to break out in the forehold and we put one cask in the scuttlebutt at 4 o'clock we had to take in the main & mizzen staysails we are close to the Bay and if it had not come on to blow we would have been in a couple of days. The Capt put up $50 today for a Whale. I hope this this blow will not last long for I would like to get in and get my letters. and get started for home.

{ Gale } Thurs. Mar 31st/81 { Lat 33.50

Begins with the gale still blowing but Coming [illegible] [illegible] it moderated some but not much we set the main and mizzen topsails at 5 o'clock and at 6 o'clock [illegible] [illegible] and [illegible] S. W. it was blowing pretty stiff [illegible]

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March 1881

Lat. [illegible] 33.10
Lon. [illegible] 4.10

Thurs. Mar. 31st /81

our [illegible] was worn so we could not trust in it in a breeze so we sent it down and put up our new one and rove all new rigging with it, we set the mainsail [and] jib at 3 o'clock. and at 12 o'clock [illegible] the upper topsails. we are close to land and carrying sail very heavy. we [sent] up our mizzen topsail and repaired it on the yard and also our upper foretopsail. we put our log over at 12 o'clock, and at 6 o'clock to night were about 60 miles from the Bay. the weather is pretty good to night and we will carry sail all night. we cleaned the cooler to day and painted the afterpart of the gally. scrubbed decks with lye at 4 o'clock. we expect to come to an anchor early to morrow. and then Homeward Bound.

Russell } April 1881 } Bay of Islands N.Z. }

Fri Apr 1st /81

Day comes in with fine weather and not much wind. we were running all night. at 2 o'clock we set the mizzen topsail. we parted the halyards and had to reeve off new ones. at [illegible]30 set the main topgallant sail. at daylight land was in sight about [illegible] miles away off and nearly a calm. we set everything [illegible] scraped down all the masts. took our cutting stage in and took it apart and cleaned and painted all the iron work. painted the new boat on the house. finished and trimmed up the main & foretopgallant rigging. after dinner all hands on deck. hauled up 60 fathoms on our port chain and 30 on our starboard. got our both anchors [illegible] [illegible] the breeze we will get in but I expect it will be late. we saw 2 steamers coming out. and 2 or 3 crafts. also saw a fin Back this afternoon close to the ship.

3 April. 1881.

In Port

Fri Apr 1st /81

[illegible] along up the passage with a very light breeze [illegible] came to an anchor at 15.10 furled all sail, and our letters come off. there was a very large mail and some of the [illegible] had news [illegible] very fine letters myself. but it is [illegible] a long time away now [illegible] either my friends have got tired of writing. it was 3 O'clock this morning before we finished [illegible]

Sat: Apr. 2nd /81

Day begins with fine weather there was quite a breeze all the rest of the day. all hands called at 6.30. we found one ship in here the Robert Morrison of Edgartown. Capt Marshe 11 months from home 150 barrels. another N.B. ship named the Janet was wrecked close to this place about 2 weeks ago. she had 700 barrels aboard. her crew come in here and some of them come aboard of us to day. we set the boats down on the lower cranes and scrubbed decks, washed the ship outside. took all our sails down except the three lower topsails. wet hold and broke out water and pumped ship. and scrubbed deck again at 3 o'clock the Capt & his wife went ashore at 4 o'clock. the boat went ashore to night with all that wanted to go. there is no change in this place from the first time I saw it. and I want to get out as quick as possible, and go for home.

Sun. Apr. 3rd /81

Day commenced with rain and squally weather but at [illegible] it cleared up and was fine all day. all hands called at 7 o'clock and got breakfast. the Capt come aboard at 9 o'clock and the Port watch went ashore on liberty. the rest of the crew were yarning with those in the Robert Morrison and her crew were aboard of us. the boat went after the liberty men at sundown. no one ashore to night.

April. 1881.

Ol. Tail

Mon. Apr. 4th /81

Day begins with fine weather and continues fine all day.
e were busy all day knocking rust all over the ship had a
ang of men painting outside we took 40 casks ashore to
ill with fresh water and had a gang ashore filling we loosed
e foresail to dry the Capt came off but did not stop
ong we had to heave our anchor this morning lowered
boats and towed the ship closer in to shore for we were
in out the harbor master moved us we knocked off
work at 4. O clock. scrubbed deck and the boat went ashore
t 5.30 with them that wanted to go.

Tues. Apr. 5th /81

Day begins with fine weather and continues fine all day.
the Capt came aboard but did not stop long. there was a large
steamer came in to day and brought an American mail. I
received 2 letters. we had a gang ashore filling water and 2
gangs painting one outside and one painting masts & yards. we
took 200 cocoanuts ashore for the children we had a crowd
f visitors from the steamer Ladies & Gentlemen to look at
the ship. we sent down the lower topsail & spanker and
lung the foresail under the yard. a quarter of Beef came off
to day all our chickens went ashore to day. the old Lady
made a present of them to some one. the boat went ashore
to night and we had a crowd from the other ships going

Wed. Apr. 6th/81

Day begins with fine weather and continued fine all day
ll hands called at 6.30 and washed off deck. we then took
ut our lumber racks and took our lumber and [illegible] on deck
to go ashore. we got through painting up aloft and got the star
board side done outside. we had to ship in our jibboom
n deck to put a new bolt in the bowsprit. the Black=

April 1881

In Port

Wed. Apr. 6th/81

smith had her forge up and was working all day our Capt & Capt Mather of the Robert Morrison was aboard twice to day we had a gang ashore filling water. the Capt had a boat off in a Picnic up the river to day. they got back early the boat went ashore to night and a crowd went gamming.

Thurs. Apr. 7th/81

Day commenced with fine weather and continued fine all day all hands called at 6.30. breakfast at 7. the water gang went ashore and were filling water all day. the painting gang were at work all day on the port side finished about half of it. we put the new bitt in the bow sprit and shipped out the jib boom and set up all the rigging got through at 5 Oclock. also had 2 men cutting down the mizzen topmast and topgallant rigging they did not get through. we broke out a cask of cloth and took it on board the Robert Morrison along with 32 shovels. and she gave us. 12 boxes of Tobacco. as our Tobacco is all gone. she then hove anchor at 4 Oclock and went out in the stream and dropped anchor again. we also discharged one man that did not want to go home and he shipped boatsteerer on the Morrison we have 4 men sick in here now. there was a quarter of Beef came aboard to day. there was a new Steamer in here to day named the Wellington. the Capt & his wife went to Auckland on her. and will not be back until monday. the boat went ashore to night and a crowd went gamming.

Fri. Apr. 8th/81

Day begins with fine weather and continued fine all day called all hands at 6.30 breakfast at 7. the water gang went ashore to fill water the painting gang went to work and finished on the port side. at 10 Oclock the Steamer Hoana came

Also
photo

April 1881

([illegible])

Fri Apr. 8th/81

lying side of us with some oil that was taken off the wrecked ship Janus we are going to take it home. we have started to stow it down in the after hold. we had a number of her crew aboard to day. some of them have shipped in the Robert Morrison and the Cooper also. the capt was aboard of us to. his name is Gifford. there was quite a number of steamers in here to day on their way up to the mines for coal. the blacksmith was at work all day on the [illegible] and topgallant sheets. we had them all on deck. we broke out flour molasses vinegar & butter to day. the water gang did not go ashore after dinner all the sick men were ashore to day for a walk.

Sat. Apr. 9th. /81

Day begins with fine weather and Continues fine All day all hands called at 4 o'clock. the mate went ashore to the watering place and brought off 14 casks. empty for to stow oil in as we did not have the size we wanted on board. we then had breakfast and stowed off the mizzen hold. the Capt Came aboard and took a lot of Cocoanuts ashore. we did not do any painting to day after dinner we went ashore and towed off 11 Casks of oil belonging to the Janus. about 80 barrels. and hoisted it on deck. we wet hold and scrubbed off. and got through at 5 o'clock the boat went ashore with all that wanted to go. and a crowd Come aboard from the Morrison she is going to sail on monday if the weather permits. there was a quarter of Beef come aboard to night.

Sun. Apr. 10th /81

Day begins with fine weather and continues fine all day nothing doing to day. the Starboard watch went on liberty and come off at sundown 2 boats went off in the

April 1881

Sun. Apr. 10th/81 in Port

were sailing and were away all day. both sides gamming backward & forward all day. we had the whale crew aboard to night and had a good time. we also had a number of Lady visitors from shore and they were very much pleased with their visit.

Mon. Apr. 11th/81

Day begins with fine weather and Continued fine all day. all hands called at 6.30. breakfast at 7. the painting gang were at work all day painting outside. and the rest of the crew were at work stowing oil in the fore hold. we have got all the oil we took from the James stowed. and are waiting for the Alaska to come in to take her oil. I do not think we will be ready to start for home before the first of May. the Robert Morrison sailed for French Rock at 9.30 this morning. she had a very light breeze. no one wanted to go ashore to night. so the boat did not go. we got a lot of potatoes aboard to day. and a quarter of Beef and some onions,

Tues. Apr. 12th/81

Day begins with fine weather and Continues fine all day. all hands Called at 6.30 breakfast at 7. the painting gang were at work all day another gang were painting topsail & topgallant sheets. we finish the scuttle butt to day. and washed off decks before dinner. we went ashore and brought off 46 bags of bread. a cask of dried apples. and a box of butter that we bought from the James. we took ashore a cask of molasses a barrel of beef and a [illegible] of new [illegible]. the water gang were getting water this afternoon and there was a quarter of Beef came aboard. we had a number of visitors to day we took down one of the topmast shrouds. that was broke and put up a new one. also put new rattlings on the mizzen topgallant rigging and put new service and seizings on the fore & main topmast stays. the boat went ashore to night. [illegible] from the [illegible]

April 1881.

in Port

Wed. Apr. 13th. 81

Day begins with fine weather and Continued fine all day. All ands called at 5.30. breakfast at 7. the water gang went ashore and finished filling water to day. one gang working in the rigging we ake out 3 casks of Cordage and were reeving off new rigging ll over the ship got about half done. the Capts wife came back rom Auckland to day. there was 2 fine steamers in here to ay on their way to the coal mines. we brought off 5 bags Flour to day from the wreck of the Janus. we took about oils of new towline and a lot of cocoanuts. broke out new cask of tar. we had a young Gentleman come on to ay. that is going home as a passenger with us. the boat went shore to night. we are going to have liberty tomorrow.

Thurs Apr 14th 81

Day begins with fine weather and Continued fine all day. the Capt was aboard at 10 o'clock and the watch went ashore on liberty at 5 o'clock. the starboard watch were busy reeving rigging all day. we took a lot of Potatoes aboard to day. there was two fine Steamers here to day on their way to the Coal mines. the Port watch came off all right at sundown.

Fri. Apr. 15th. 81

Day begins with fine weather. but during the day we had number of light rain squalls. the Starboard watch went ashore on liberty. and the Steamer Diana went out on an excursion and all the watch went on her and the Capt his wife went to. she had a large crowd aboard and he got back at 6 Oclock. it was a free excursion it was on account of the holiday they had it being Good Friday. I wish it was our watch to day because I would like to have one. they had one of our boats to take the passengers off

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April 1881

Good Friday) (Fri Apr. 15th/81 (In Port)

from the steamer to the shore. we had all our bunting set all over the ship. we put a lot of Flour in Casks to day. took in the jib & flying jib jumpers. cleaned & painted them and put them out again. painted the fore & mizzentopsail sheets. and tarred down the standing rigging. our Blacksmith was working on odd jobs to day. had his forge going. there was a quarter of Beef and about 12 bush of onions Come off to day. two of our men got a boat and went up to the Coal mines and had not got back at 11 O'clock. we are nearly ready for sea now.

Sat. Apr. 16th/81

This day begins with fine weather and Continued fine all day. the [illegible] came aboard at 5 o'clock and the Port watch went ashore on liberty the Starboard watch went to work. serving new rigging on the [illegible] we [illegible] 5 [illegible] of tow lines and 200 ft. of oak planks brought [illegible] [illegible] raised it up and stowed it down. wet hold and washed down deck. liberty men Come off at sundown.

{Easter Sunday} Sun. Apr. 17th/81

This day begins with fine weather and Continued fine a[illegible] [illegible] 5 o'clock and the Starboard watch went on liberty part of them took a boat and went up the river 5 miles [illegible] there were a number of visitors aboard to day. the [illegible] at 10.30. had a good breeze up & down.

{Easter Monday} Mon. Apr. 18th/81

Day Commenced with fine weather and was fine until 1 O'clock. [illegible] Come in [illegible] and rained all the afternoon. [illegible] between decks and went ashore and brought off 2 rafts of water about 160 barrels stowed down 106. between decks [illegible] the [illegible] to [illegible] [illegible] it at 5 o'clock. we are getting ready for sea now the boat went ashore to night. [illegible] up at 6 o'clock.

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Tues. Apr. 19th/81

Day begins with rainy weather. it rained all night steady but it cleared off at 9 o'clock and we broke out in the mizzen hold between decks. we hauled out our scuttlebutt and cleaned it out and put it back again we then stowed down water & [illegible] we took 11 casks of [illegible] and 5 barrels of [illegible] ashore brought off a raft of water 7 casks about 50 barrels. it was a hard day for work raining right about all the time. our Blacksmith had to much rum to [illegible] and he fell down the mizzen hatch and I guess hurt his back pretty bad. we thought that it had killed him. the boat went ashore to night.

Wed. Apr. 20th/81

Day commenced with wet weather but at 9 o'clock it cleared up we stowed some water abaft the blubber room and filled up the scuttle butt. put 3 casks more water in the [illegible] hold. we have got all our water now about 200 barrels. we took 16 casks ashore to fill with water. [illegible] a new boat [illegible] that was [illegible] [illegible] some oars and boat plank. we brought off the [illegible] cord of wood and sawed it up and stowed it [illegible] about ½ a cord. we had to knock off work at 3 o'clock to clear the ship for visitors from a large steamer that came in to day. they come aboard in the steamer Ida. there was quite a crowd Ladies & Gentlemen [illegible] quarter of them came off to day. there was three very large steamers in to day. the [illegible] and the [illegible] the largest on the union line. the boat went ashore to night with all that wanted to go.

Thurs. Apr. 21st/81

Day commenced with fine weather and continued [illegible] the day. we were busy all day cleaning [illegible] decks [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] the [illegible] name on the stern. set up the martingale and

April 1881

Thurs Apr 21st

painted the bow sprit put new pearl bands on the [illegible] & main [illegible] [illegible] put beckets in a set of shooks that are going ashore and sent ashore 9 casks that were sold. then brought aboard [illegible] [illegible] and a large box of matches. the [illegible] was [illegible] to day. took another barrel of molasses ashore to day.

Fri Apr 22nd/81

Day begins with fine weather and Continued fine all day. we took a set of shooks ashore before breakfast. 5 bundles of shooks and a shook head had two boats to tow them. we sent a barrel of [illegible] and a Bomb gun and Pierces gun ashore. also 2 boxes of lances and 3 boxes of Tobacco. we brought off a case of Canned Beef and one of mutton the steamer Hand Come alongside with 2 casks of Bread 1200 lbs of Bone belonging to the Panes that we are going to take home 5 bush of Potatoes. we took ashore 6 more empty casks to day that were sold. we were at work in the afternoon bending new sails but did not get through. we bent the 3 topgallantsails. upper & lower maintopsail. mizzentopsail. upper foretopsail and foretopmaststaysail [illegible] flagged the casks they were in. one of our men that was discharged went to Auckland in the steamer to day. there was a large Bark Come in to day on her way to the Coal mines she had a head wind and anchored at the head of the river. her name was the Glimpse of Auckland. there was 3 schooners Come down from the mines but sailed again at 4 Oclock. our Capt and Capt Gifford of the Panes was aboard to day. the boat went [illegible] [illegible]

Sat Apr 23rd/81

Day begins with fine weather and continued fine all day. we scrubbed deck before breakfast. then went to work bending sail we bent the lower foretopsail mainsail jib & spanker. sent the [illegible] [illegible] [illegible] and [illegible] new [illegible] to [illegible] put some [illegible] [illegible] [illegible] in the [illegible] [illegible] the rest of them we stowed in the

April 1881 In Port

Sat Apr 22nd/81

casks. our mizzentopgallantsail went ashore with 3 new boat masts and 2 barrels of molasses. we brought off a lot of boxes of tinned meat. 3 large sacks of onions and 6 bags of sugar and 3 cheeses and 2 cases of Liquor. we got every thing stowed away to day. brought off the last of our water 4 casks. we also bought a new gun for Whaling from the Capt of the James and a bolt of canvas. we wet hatch and scrubbed deck at 4 o'clock and are all ready for sea to night.

Sun Apr 24th/81

Day begins with fine weather and continued fine all day. the Capt did not come off to day. the 1st watch went ashore on liberty and the starboard & larboard boats went off fishing and oystering and to get some figs. all hands only 3 men were off to day and we all had a good time. plenty of visitors off to day. a quarter of Beef come off this morning. the report is that we are going to sail to morrow. I hope it is true. no boat went ashore to night.

Sailed Mon Apr 25th/81 Sailed

Day begins with fine weather. we called all hands at 5.30 and hove anchor. the steamer Ida came alongside and towed us out into the stream so that we [illegible] the moorings. we then dropped our anchor with 30 fathoms of cable. the Pilot was aboard and the passenger that is going with us come aboard with his baggage and the steward of the James Arnold come aboard with his traps. the bow boat then went ashore and the Capt & wife come off. we made all sail and hove anchor with a jolly song and left Russell at 9.30. all our bunting set and all the colours ashore flying. we fired a salute with one of our bomb guns and the 3rd mate hurt himself pretty bad firing it. he had to much powder in her and the gun kicked. cut his head very bad and also his face.

30c

Sailed (1st Day) April 1881 ; Homeward Bound

Mon Apr 25th/81

[illegible] it knocked him flat on deck. the Pilot left us at 10.30. and we are well started on our homeward bound passag after dinner we got both anchors on the bow and lashed them and sent down the tackle we hauled both Cables aft but did not stow them as they have got to be painted this time. our passenger and the steward are both sea sick. we got the boats ready for whaling and also washed out the starboard boat to paint her. scrubbed deck at 4. O'clock we come out on the starboard tack and stood on that tack up to 12 O'clock with a good stiff breeze on the wind hea in. [illegible] by E. took in foretopgallant sail at 6 O'clock weather clear we brought aboard a box of Oranges and the old Lady brought another [illegible] in place of the one that died. she also gave the Pilot the pet [illegible] when he went ashore. Lat. ; Long.

(2nd Day) Tues. Apr 26th/81 ; Steamer ;

Day begins with fine weather and continued fine all day. we raised a Steamer on our lee quarter at daylight. the wind is still ahead and we are on the same tack it began to breeze up strong we took in the main & mizzentopgallantsails at 7.30. we turned up the starboard boat and painted her we were at work cleaning and oiling the port cable got about half of it done. scrubbed deck at 4 O'clock. mastheads up at the fore & main the 3rd mate off duty with his head & hand pretty bad. 2nd mate stands his watch. our passenger has not showed up yet. weather fine to night with the breeze getting very light. heading N. By W. all day.

(3rd Day) Wed. Apr. 27th/81 Lat. ; Long.

Day begins with fine weather and a light breeze at 12 O'clock we wore ship and went on the homeward bound tack. heading S. we loosed maintopgallantsail at 3.30 at 6 O'clock at the [illegible] [illegible] carried away. the gallant halyards [illegible] up [illegible] [illegible] a black and white [illegible] there. at work all day on the boat [illegible]

April 1881.

{ 3rd Day } Wed. Apr. 27th/81 { Lat. } { Lon. }

ut did not finish. we kept her off at 7 o'clock. S. by E. and the brig[illegible]
as very light all day. in the afternoon it clouded up and rained some
topped raining at 8 o'clock. we then kept her S. ½ E. and at 11 o'clock the
ind hauled aft and we squared in the yards 2 points. we served
hafing leathers on the leach of the fore & main sails. and turned over
the starboard boat. we put all our onions in boxes to day. and out
ack of them 2 bush ½ was sent forward. our passenger is all right now.
crubbed deck at 4 o'clock. we saw Grampus on lee beam at 5 o'clock.

{ 4th Day } Thurs Apr 28th/81 Lat. 33.50 } Lon. 176. E

Day begins with fine weather but a very light breeze. at 1 o'clock the wind hauled
ft we squared in the yards and hauled up the mainsail and it breezed
h up strong until about 2:30 when it died away again and hauled
head we braced up the yards on the port tack and down main tack
gain at 3 o'clock. at 4:30 it hauled again aft we squared the yards and
hauled up the mainsail but the breeze was light at 11 o'clock it began
o rain and the wind hauled again we braced up again on the port
tack and the wind stopped there but very light it stopped raining at 12:30
we were steering S.E. by E. all day. we were at work all day on the
rt cable but did not finish it. scrubbed deck at 4 o'clock. [illegible]
t and furnished [illegible]. we broke out a cask of coal tar for the
able. and a tierce of hams and a barrel of butter. I hope we will
t better winds or it will take us a long time to go to the Horn.

{ 5th Day } { Full } Fri Apr 29th 81 Lat. 34.50 } Lon. 177.60

Day begins with fine weather and continued fine all day but
very light breeze. we were at work on the port cable got through
ith it and stowed it down at 4 o'clock. raised a Schooner at 11
clock in our weather beam steering to the N.E. ½ N. we were steering
S.E. and at 6 o'clock had to tack ship and went on the star-
ard tack. it began to breeze up strong at 9 o'clock. heading North,
crubbed decks at 4 o'clock. I wish the wind would come fair.

April. 1881

6th Day — Sat Mar. 30th 81 — [illegible] 36 11 — [illegible] 179.[illegible]

Day begins with [illegible] and [illegible] at 12.15 we took in the foretopgallantsail and at 1.30 took in the mizzentopgallantsail. at 4 [illegible] took in maintopgallantsail it started to rain and there was a light rain all [illegible] we hauled up all the starboard cable that was below. and cleaned it [illegible] 90 fathoms and [illegible] the first 30 fathoms got it all stowed at 4 o'clock and scrubbed decks. it began to breeze up very strong at 5 o'clock. took in the flying jib. and at 8.15 put a reef in the mizzentopsail. at 9 we reefed the foretopsail. at 10.30 reefed maintopsail it is blowing pretty hard and a very rough night the ship is going 9 knots and shipping heavy seas. we tacked. at 6 o'clock this morning and have been steering to the S.S.E. all day we crossed the meridian from W. to E to day so that we [illegible] have to change our day. $25 up these last 3. days. for a Whale.

May. 1881.

7th day — Sun. May 1st 81 — Lat. 35.59 S — Long. 178.35

Day begins with [illegible] and [illegible] at 1.30 we [illegible] the maintopsail we kept off at 9 o'clock. to S.E. By S. it has been raining all day and a heavy sea on and shipping water [illegible] at 8 [illegible] it began to moderate some and the wind hauled aft we checked in the yards 2 points. and turned the reefs out of the 3 topsails and at 11 o'clock squared the yards. set the maintopgallantsail and flying jib. it has stopped raining. we carried on a very heavy sea to day made 9 knots with reefed topsails.

8 day — Sun. May 1st 81 — Lat. 36.33 S — Long. 178.25 W

Day begins with good weather. at [illegible] this morning set the fore & mizzentopgallantsails and [illegible] we hauled up the mainsail and hauled down the [illegible] at 12 o'clock a [illegible] squall came up took in mizzentopgallantsail. the wind hauled a little. braced the yards on the

May 1881

3rd Day Sun May 1st /81 Lat. 36.53 Long 17·25

[S]tarboard tack and hoisted the jibs and down maintack [illegible] wind about ½ an hour. at 2.30 the wind hauled aft again [se]t the mizzentopgallantsail and hauled up the weather clue [of] the mainsail. and down jibs. at 6 O'clock the wind haul[e]d on the port quarter braced the yards some. down maintack [an]d up jibs. it looks squally now with lightning. we changed [ou]r day. which gave us 2 sundays. that was a treat. at 7 O'clock the wind hauled aft and blowed very strong. I think we have struck the N.W. winds now we squared the yards hauled the mainsail. mizzentopgallantsail and flying jib. the weather is clear and we are bowling along about 9 knots with rolling very heavy. we expect to have these winds until we reach the Horn and I hope we do.

4th Day Mon. May 2nd /81 Lat. 37.20 Long. [illegible]

Day begins with a rattling breeze. yards square going 9 knots. but coming on daylight the breeze got light. at 6.30 we set the foretopgallantsail. and at 7 O'clock set mizzentopgallantsail and flying jib and jib. at 8 O'clock filled the scuttlebutt. at 9 O'clock we had a heavy rain squall and at 10.30 had another one. and the wind died out we squared in and hauled down the jibs. at 12 O'clock. but at 2.30 it was almost a calm. the wind hauled again on the starboard quarter and at 5.30 braced up sharp and set the mainsail. breeze very light and cannot head our course. the wind has been very changable to day. at 7 O'clock it commenced to blow up and [illegible]. at 8.30 took in mizzentopgallantsail and at 9.30 took in maintopgallantsail flying jib and mizzentopgallant sails. at 10.15 it began to blow strong [illegible] sail [illegible] and at 10.30 had to take in the upper fore & main topsail and double reef the mizzen topsail. we were just heading our course. but it looks as if we were going to have dirty weather. tomorrow.

Gale   May 1881   Lat. [illegible]

10th day   Tues. May 3rd /81   Long. [illegible]

Day Commenced blowing a gale, and a very heavy sea on at 12.30 took in the jib. and hoisted the boats on the upper Cranes. we then had to take in everything except lower main top sail. and we had a hard time blowing and raining and with a heavy sea. at 1 O'clock had everything snug. at 9.30 this morning shipped a sea that [illegible] the forestay sail [illegible] back. and the sail [illegible] adrift. we had a bad time to secure it. in the afternoon we [illegible] again. at 8 O'clock we took the craft out of the boats. and we thought we were going to lose them, every sea lifted them off the Cranes. it has kept blowing about the same all day. but to night the sea is not quite so heavy. up to 12 O'clock it Continues the same.

11th day   Wed. May 4th /81   Lat. 33.39   Long. 17[illegible]

Day begins with the same weather, and about 1 [illegible] a.m. the [illegible] went down some but we still had heavy squalls at 2 a.m. set the lower fore topsail and the mizzen [illegible] [illegible]. at 6.30 a.m. [illegible] set the [illegible] and at 8.00 a.m. we set mainsail & jib. the weather keeps getting better. at 1 O'clock P.m. gave her upper main topsail. at 2 O'clock P.m. loosed fore topsail. reefed it and set it. at 4 O'clock [illegible] the reef out of it. there is still a very heavy sea on. no masthead [illegible] up for 2 days. Course [illegible] 2 [illegible] [illegible] at 6 O'clock [illegible] [illegible] [illegible] down fore topsail and put a reef in it and at 8 O'clock shook it out [illegible] we had a stiff breeze up to 12 O'clock. and the squalls [illegible].

12th day   Thurs. May 5th /81   Lat. 31.44   Long. 17[illegible]

Day begins with [illegible] [illegible] night there was a heavy sea on but at 12 O'clock it began to [illegible] at 9.00 a.m. we shook one reef out of the main topsail. [illegible] [illegible] the masts. [illegible] a cask of water [illegible] on deck [illegible] scuttlebutt [illegible] & pumped ship. one of the pigs [illegible] [illegible] to [illegible] we killed him and had to [illegible] another one [illegible]

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{ Lat. 42.44 } { Long 167.56 }

{12th Day} Thurs. May 5th 81

mess. our steward fell down to day and hurt his ankle he is off duty. at 7.15 P.M we set the flying jib and spanker. at 7.30 P.m set the M. T. G. sail. and at 8 o'clock turned the other reef out of the mizzentopsail. the squalls are about gone now and the wind is light breeze. E½ S. weather fine. we are running about [illegible] here.

{13th Day} Fri May 6th 81 Lat. 44. { Long 165.

Day begins with fine weather and a nice breeze. wind E by S ½ S. we set the fore & mizzen top gallant sails. at 6.30 a.m. we then took in our waist & Bow Boats and lashed them on the house and put our cutting stage on the [illegible] in the afternoon we broke out slop cask and furnished clothing. boots mittens and socks. and a [illegible] rubbers. picked the right bower and [illegible] it. we had mast heads up to day and saw [illegible]. we had light winds until 6 O clock P.M. when it became breezy and [illegible] rising. we squared the yards at 7 o'clock and hauled up the mainsail. furled the both [illegible]. we have been going about 4½ knots to day. we put a new whale rope on to day. at 10 o'clock P.M we took in M. T. G. sail and close reefed the M. T. sail. at 11.30 P.M. took in F. T. G. sail. and lowered the foretopsail on the cap

{14th Day} {Gale} Sat May 7th 81 Lat. 44.09 { Long 164

Day begins with a very strong breeze. the yards square. wind E by S ½ S. at 2.30 a.m we furled foretopsail. at 4 o'clock it come in squally. took in M. T. G. sail and upper maintopsail. at 7.30 a.m set them again and also set F. T. G. sail. a very heavy sea on. we shipped one on the quarter at 9 o'clock a.m flooded decks. our mainsail is furled. it is quite squally. at 1 o'clock P.m it began to breeze up very strong. took in F. & M. T. G. sails. and at 2.30 P.m. took in upper topsails. and mizzen [illegible] at 4 P.m it is blowing a gale. we are running to night under lower topsails and foresail. a very heavy sea on. we shipped a sea at 10 o'clock P.m flooded decks and carried away the [illegible] rail. we thought one of the boats were gone off the house. making 7 knots

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[illegible] to-day

May 1881

Lat. 41.42 / Lon. 157.14

{15th Day} Sun May 8th/81.

Day begins with very rough weather wind on the starboard quarter course E. by N. very heavy sea on and shipping water all the time 2 men at of the helm. the weather is getting quite cold now. daylight at 6.30. sundown at 4.40. we set the mizzentopsails close reefed at 4 o'clock a.m. at 7 o'clock set the uppertopsails & mainsail. at 8.30 set the 3 topgallantsails jib & flying jib. and shook the reefs out of the mizzentopsail. at 11 o'clock a.m. the wind hauled aft. squared the yards hauled up the mainsail & down jib. course E. S. E. at 2 o'clock p.m. we took in Mn. T. G. sail. [illegible] mainsail & jib. rove up new buntlines on our uppertopsails so we can reef them easy. we have had a fine breeze all day. but the ship is rolling heavy. at 6 o'clock p.m. we close reefed mizzentopsail. took in F. T. G. sail. it is pretty [illegible] to night. but a stiff breeze. from 12 noon yesterday till 12 noon to day. logged. 195. miles. [illegible]

{16th Day} Mon. May. 9th/81 Lat. 43.10. S. { Long 152.4 W

Day begins with a very stiff breeze. yards square. running about 10 knots course E. S. E. shipping water both sides. at 7 o'clock a.m. set the jib. and at 9.30 a.m. set the mainsail. there is not so many squalls as yesterday but the weather is getting very cold. at 1 o'clock p.m. we set the Mn. T. G. sail. and turned the reefs out of the mizzentopsail. at 4.30 p.m. set F. T. G. sail, the wind and sea have both gone down. the wind hauled aft at 11 o'clock p.m. we squared the yards. hauled up mainsail & down jib. from 12 noon yesterday till 12 to day. we logged 216 miles. the weather is fine to night. a good [illegible]

{17th Day} Tues. May 10th/81 { Lat. 44.24 S. } Long 147.16 W.

Day begins with good weather wind aft yards square [illegible] at 4 o'clock it [illegible] kept so all day. we took in F. T. G. sail. at 5 o'clock a.m. [illegible] up Mn. [illegible] but [illegible] a.m. [illegible] to day but [illegible] the mainsail and [illegible] mizzentopsail at [illegible].20. p.m. we logged 185 miles the last 24 hours a stiff breeze and raining to night [illegible] deck.

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{18th Day} Wed May 11th /81 Lat 45.46 N Long 144.36 W

Day begins with thick rainy weather. but a good stiff breeze. yards square course. E. by N. until 4 p.m o'clock when hauled to E.N.E. at 10 p.m o'clock. the weather cleared up and the breeze got light. set the Fore & Mi. T. G. sail and shook the reefs out of the mizzentopsail. the last 24 hours. logged off. 214. miles. we lit the fire in the cabin at 10 o'clock to day. the first time this voyage. Mastheads were up about 2 hours to day. seen Fin Backs. the weather mostly thick to night again and a light breeze. at 10 p.m o'clock took in Mi. T. G. sail.

{19th Day} Thurs. May. 12th /81 Lat 46.06 N Long 141.35 W

Day begins with thick weather and at 12.30 a.m the wind hauled ahead. braced up the yards and set the mainsail. & both jibs. at 1 a.m o'clock it began to breeze up strong and rain. we had to take in everything and furl them only the lower fore & maintopsails & [illegible] it. had all in at 3 o'clock and blowing a gale of wind on the starboard tack. it did not blow long. we set the mizzentopsail close reefed & the jib. at 6 o'clock. at 7 o'clock set the mainsail. the maintack carried away and we hauled it up again. put in new pins and set it again at 10 a.m o'clock set upper topsails and at 11 o'clock shook reefs out of the mizzentopsail. at 1 p.m o'clock set maintopgallantsail + flying jib carried away. Star. Mi. T. G. sheet. put a new shackel on it and set it made 3 new weather curtains to day. one for each side forward and one for the stern aft the wheel and hung them up. we made 85 miles last 24 hours. we are heading E. by N. ½ N. it is very cold now. the day ends with a calm. it is full moon and very bright to night.

{20th Day} Fri May. 13th/81 Lat 45.44 Long 179.2

Day begins with thick weather. hauled up the mainsail at 2.30 a.m the wind kept hauling ahead and we wore ship and stood on the port tack heading [illegible] at 3.30 a.m at 4.30 a.m set the Fore & Mi. T. G. sail. not much breeze but a very fine day. we [illegible] out a [illegible] home bread that we got from the [illegible] and it is very fine and quite a treat for us. but it is much better than the other.

May 1881.

{20th Day} Fri May 13th /81 {Lat. 45.44 N. Long 137.25}

[illegible] wind [illegible]. we took up and spliced the [illegible] sheets to day. we logged off 113 miles the last 24 hours. the wind light [illegible] [illegible] all day and at 11 o'clock P.m we were [illegible] our course [illegible] a light wind & [illegible] everything set on the starboard tack.

{21st Day} Sat May 14th /81 {Lat 46.20 N} {Lon 137}

Day begins with fine weather everything set wind light but fair [illegible] E by N on the starboard tack. squared in [illegible] at 2 o'clock a.m we spliced in [illegible] in our upper main topsail and foretopsail buntlines. had mastheads up to day. saw plenty of Fin Backs [illegible] [illegible] wind [illegible] we squared in the yards hauled up the mainsail and [illegible] jibs. furled the jibs at 6 o'clock P.m we went 85 miles the last 24 hours the wind [illegible] light [illegible] dinner time [illegible] we have one man sick yet. fire in the Cabin every day now. sunrise at 4.10 a.m sunset [illegible] P.m

{22nd Day} Sun May 15th /81 {Lat 46.46 N} {Lon 134.2}

Day begins with fine weather. wind [illegible] E by S. at 1.30 a.m the wind hauled we canted the yards [illegible] the [illegible] and set them & set the mainsail with the weather [illegible] at 6.20 a.m the wind hauled ahead with thick weather braced up [illegible] the starboard tack and took in F.T.G. sail. heading [illegible] [illegible] windy all day. the wind kept about the same and [illegible] it [illegible] we logged off 138 miles last 24 hours [illegible] and [illegible] lines. [illegible] the wind [illegible]

{23rd Day} Mon May 16th /81 {Lat 46.52.} {Lon 13}

Day begins with a dead calm. at 1 o'clock a.m hauled up the [illegible] at 6.30 we got a light breeze. set the [illegible] sail. at 12 o'clock the [illegible] [illegible] we squared the yards hauled down the jibs [illegible] we [illegible] [illegible] the [illegible] and [illegible] & Sugar. [illegible] light [illegible] at 12 o'clock no man at masthead [illegible] at 2 o'clock P.m the wind [illegible] on the starboard quarter. [illegible] the yards & hoisted the jibs [illegible] the wind [illegible] the weather [illegible]

3 May 1881.

{ Lat 46.52 } { Long 133 }

{ 23rd Day } Mon. May 16th/81

mainsail & some jibs at 10 o'clock pm [illegible] [illegible] up again the breeze [illegible] [illegible] light and a a very fine night.

{ Lat 46.57 } { Long 131.25 }

{ 24th Day } Tues. May 17th/81

[illegible] begins with a dead calm [illegible] [illegible] at 4 am [illegible] [illegible] [illegible] [illegible] [illegible] at 12 it died out again [illegible] the mainsail [illegible] [illegible] [illegible] the wind is baffling hauling up and squaring in every [illegible] and going nowhere it is quite a drawback to us for we expected to have very strong fair winds here the Capt never saw such weather here before we had one man at masthead to day we broke out [illegible] fore staysail and bent it to day put new gaskets on the mizzen topsail yard the day ends with calm weather and a light rain.

{ 25th Day } Wed. May 18th/81 { Lat. 47.02 } { Long 131.35 }

[illegible] with a very light breeze wind ahead everything set at 3 o'clock am it [illegible] calm again [illegible] [illegible] mainsail at 6 o'clock am the wind came [illegible] very light we [illegible] the [illegible] [illegible] and set the mainsail with the weather [illegible] [illegible] at [illegible] o'clock am the wind hauled ahead [illegible] [illegible] in the starboard tacks and [illegible] main tack we have had the same breeze [illegible] [illegible] light hauling [illegible] at 10 o'clock pm it came a little stronger but still ahead the weather is [illegible] at 8 o'clock to night there was a large fin back close to. had one man at masthead at the main saw nothing. broke out Vinegar to day.

{ 26th Day } Thurs. May 19th/81 { Lat. } { Long }

Day begins with a pretty stiff everything set. wind ahead at 2.30 am took in Fore & mizzen T.G. Sails. at 4 o'clock am took in Main T.G. Sail & [illegible] [illegible] it began to [illegible] [illegible] very strong [illegible] one reef in Mizzen topsail at 6.30 pm at 10 o'clock pm reefed fore & main topsail. there is a very heavy sea on and the ship is pitching [illegible] [illegible] heavy and shipping plenty of water fore & aft. we broke out Butter to day the wind has kept about the same all day [illegible] [illegible] [illegible] & [illegible] off our course

3 May 1881.

{27th Day} Fri May 20th/81 } Lat. } Lon. { Cloudy }

Day begins with wet weather & heavy rain, at 1 O'clock took another reef in the mizzentopsail at 6 O'clock a.m. took in Fore. Main & mizzentopsail. Mainsail & jib. set the main spencer. [illegible] a gale of wind and very [illegible] [illegible] [illegible] the wind still continues ahead. Day closes with a heavy gale.

{28th Day} Sat May 21st/81 } Lat. } Long { Stormy }

Day begins with a little better weather & [illegible] [illegible] running [illegible] and [illegible] [illegible] the wind is still ahead. at 2 o'clock a.m. set the mizzen topsail close reefed. and at 4 o'clock a.m. wore ship and stood on the [illegible] tack heading [illegible] at [illegible] o'clock a.m. set the mainsail and at [illegible] a.m. set the jib. we are having very bad luck so far. other ships that went home made the horn in from 20 to 25 days. and [illegible] we are now more than that [illegible] yet. at [illegible] o'clock p.m. set the [illegible] and at [illegible] o'clock p.m. shook one reef out of m. t. sail. at [illegible] o'clock p.m. shook [illegible] [illegible] [illegible] the wind has gone down a good deal but there is a heavy sea [illegible] [illegible] [illegible] at 8 o'clock p.m. [illegible] [illegible] maintopsail [illegible] p.m. [illegible] at [illegible] o'clock p.m. set m. t. g. sail. the wind is very light to night heading [illegible] at [illegible] took in main spencer at [illegible] p.m.

{29th Day} Sun May 22nd/81 {Lat. 46.20 S.} {Long. 124 W.}

Day begins with good weather but almost a calm in the first [illegible] at [illegible] a.m. it was a dead calm. hauled the mainsail up. at 4 o'clock a.m. a light breeze springing up [illegible] main tack again. at 5 O'clock a.m. it was calm again and hauled the mainsail up again. it [illegible] [illegible] a [illegible] cleared off at 8 o'clock a.m. a light breeze sprung up [illegible] [illegible] and [illegible] the fore & M. T. G. sails. at [illegible] o'clock the wind hauled again and we [illegible] stood along on the port tack until 3 O'clock p.m. when we tacked ship again and stood on the starboard tack. everything set heading [illegible] E. [illegible]

{[illegible]} Mon May 23rd/81

Day begins with fine weather and a good breeze on the starboard [illegible] with the wind ahead. at [illegible] a.m. we tacked ship and hauled [illegible].

Sail 6 } May 1881 { Lat 46.29 S. }

30th Day } Mon. May 23rd/81 { Long 123.3[illegible] }

[illegible] a.m. [illegible] we tacked ship again but the wind is [illegible] and [illegible] cannot get anywhere it began to blow pretty strong at [illegible] a.m. [illegible] in F. T. G. Sail. a squall struck us all aback and we went round on the Port tack. at 4 O'clock a.m. we raised a Sail off deck [illegible] on our lee bow. steering about N. she had her F. T. G. sail [illegible] and her foresail & mainsail hauled up. went out of sight [illegible] at dark. we broke out a cask of Beef and one of Pork. from the main hatch and put it down aft. ready to [illegible] a cask of Molasses from aft. and put it in the main hatch. [illegible] off deck with one watch at 1 O'clock a.m. no sign of fair wind yet.

{ 31st Day } Tues. May 24th/81 { Lat 47.47 S. } { Long 120.[illegible]8 W. }

[illegible] begins with fine weather the wind [illegible] at 1 o'clock and at 2 o'clock a.m. we had a fair wind and pretty strong [illegible] E.S.E. until [illegible] o'clock when we kept E. by S. we have had light squalls [illegible] and [illegible] rain but did not amount to much. we squared in the yards at 3.30 p.m. and hauled up the spanker & hope this wind will hold out [illegible] saw a sail on our lee quarter at [illegible] a.m. [illegible] the [illegible] out of sight at 2 o'clock p.m. we saw [illegible] off deck. this is warm but do not know what they were as the weather is too [illegible] to stand mastheads [illegible] got [illegible] sail at [illegible] o'clock. everything set all day. we [illegible] the [illegible] butt to day and broke out beans.

{ Lat 49.03 S. }

{ 32nd Day } Wed. May 25th/81 { Long 119.24 }

[illegible] begins with fine weather fair wind and everything set. going about 4 knots. the wind [illegible] more aft and we squared in we had a few light rain squalls but they did not amount to much. the wind was light [illegible] all day we [illegible] 103 miles the past 24 hours.

{ 33rd Day } Thurs. May 26th/81 { Lat 49.51 S. } { Long 117 W. }

[illegible] commenced with fine weather [illegible] and fair wind blowing [illegible] at 1 o'clock a.m. the wind [illegible] and we [illegible] a [illegible] [illegible] we [illegible] the mainsail and squared the yards and

May. 1881 Lat. 49.51

33rd Day Thurs. May 26th /81 Long. 117 W.

hauled down the jibs. at. 4.30 a.m it hauled back on the [illegible] out of the [illegible] hoisted the jibs and down maintacks the wind [illegible] all day. logged off. 102 miles last 24 hours. broke out oil to [illegible] it to day, from 9 O'clock to 4.

Lat. 51. 8 W.

34th Day Fri. May 27th /81 Long. 113.40

Day begins with fine weather everything set. fair wind [illegible] at. 1 O'clock a.m. the wind commenced to haul same. and we [illegible] [illegible] at 4 O'clock a.m. it began to breeze [illegible] braced up sharp on the port tack. took in F. T. G. sail and hauled out the spanker. we have just headed our course all [illegible] wind with a pretty stiff breeze. logged off. 123 miles last 24 hours it commenced to breeze up at 8 O'clock p.m at 9.30 p.m took in Miz. T. G. [illegible] at 10.15 p.m took in Mn. T. G. sail. at 11 O'clock p.m took in [illegible] we took in sail on account of ice we have not seen any yet [illegible] [illegible] large icebergs around here and it is dangerous running [illegible] time. we got orders last night for all hands to keep a sharp lookout. it is cold now and the watch on deck have hot coffee mornings at [illegible].

35th Day Sat. May 28th /81 Lat. [illegible] Long. [illegible]

Day begins with good weather and a light breeze. we are on [illegible] the [illegible] is a very strong current to the Southward. at 6 O'clock a.m set the jib [illegible] at 8 O'clock a.m [illegible] day. a school of Porpoise come under the bow. at 9 O'clock a.m [illegible] had him hauled up. but the harpoon drew out and we lost him [illegible] at 2 O'clock p.m we made 138 miles last [illegible] [illegible] at 10.30 p.m [illegible] 12 [illegible]

{Contd} May 1881 {Lat. 52.[illegible]}
{35th Day} Sat. May 28th/81 {Long. 11[illegible]}

[illegible]

[illegible] magnitude through an ordinary opera glass. [illegible]

[illegible] through the [illegible]

[illegible] p.m. [illegible]

[illegible] E.N.E. true. Altitude 24.40" {Lat. 52.08}

{36th Day} Sun. May 29th/81 {Long. 110.}

[illegible] begins with fine weather everything set. but very light winds and ahead

[illegible] S.E. by S. [illegible] 2 [illegible] at 2.30 a.m. [illegible]

back on the starboard tack. at 4.30 [illegible] at 9 a.m. took in [illegible]

[illegible] p.m. [illegible] took in [illegible]

2.3 p.m. [illegible] and stood on the port tack heading S.E. by S. then [illegible]

[illegible] at 5.30 p.m. [illegible]

jib stay [illegible] hauled down the [illegible] and [illegible] a large tackle

[illegible] weather thick and [illegible] to night.

{[illegible] Day} {Decoration Day} Mon. May 30th/81 {Lat. [illegible]} {Long. 107 [illegible]}

[illegible] with bad weather, raining and [illegible] with [illegible]

[illegible] on the port tack. head wind. shifting plenty of water [illegible]

[illegible] put a double reef in the mizzen topsail at 2 a.m. [illegible]

[illegible] and set the fly jib stay. had a bad job it was so cold. [illegible]

[illegible] at 12 o'clock m. [illegible]

[illegible] caught some birds to day [illegible]

[illegible] at 8 dog. it was cold and stormy with a stiff breeze [illegible]

[illegible] we were heading within one point of our course. made 104

miles last 24 hours {38th Day} Tues. May 31st/81 {Lat. 54.34 S.} {Long. 106.47 W.}

[illegible] with a head

wind at 12 o'clock m the wind hauled some in our favor but [illegible]

[illegible] and then [illegible] heavy sea [illegible]

[illegible]

p.m. 3.3 [illegible] on account of shipping water forward [illegible]

[illegible] p.m. [illegible] 11.30 a.m. [illegible]

June. 1881

{ [illegible] } Wed. June 1st /81 { Lat 55.04 / Long 103.30 }

Day [illegible] with the same weather as yesterday. wind still [illegible]. about 3 to [illegible] a.m
it began to moderate some. at 7 O'clock a.m we shook the reef out of the [illegible]
and [illegible] set the Main T. G. sail. & fly jib. we had a very good breeze [illegible]
broke out molasses. & oil. to day. we logged abt. 97 miles last 24 hours. heading
E. by N. the Comet we saw on the 28th of last month has been [illegible]
night [illegible] have a good [illegible] { Lat. 55.40 S. / Long. 100 W. }

{ Trail C. { 4th [illegible] } Thurs June 2nd /81

Day begins with good weather. ship heading E. by N. with a [illegible]
Coming on daylight the wind began to die out and haul ahead. at [illegible] a.m we
shook the reefs out of the Mizzentopsail and set Miz. T. G. Sail. and at 2 p.m
set the F. T. G. Sail. wind very light. at 3 O'clock we had [illegible]
[illegible] the head. at N. E. just nowhere for us. we are having a very bad run of
wind since we left the Horn. [illegible] we do not get better winds on the other side [illegible]
will take all summer to get home. at 8.30 a.m we raised a large Bark on
our lee bow. going the same as we are. all sail out. at dark she was on
our lee quarter. she did not set any signal. so we do not know what she [illegible]
we broke out water & bread. and washed down deck. at [illegible] O'clock a.m [illegible]
[illegible] and stood on the port tack heading E. S. E. until 15 to 12 p.m [illegible]
[illegible] stood on the starboard heading N. E. by E. the wind is hauling.

Trail C. { [illegible] } Fri June 3rd /81 { Lat. 55.06 S. } { Long. 99.35 W. }

Day begins with [illegible] weather on the starboard tack [illegible]
[illegible] wind ahead and light. it looked squally. about 2. O'clock a.m took in
[illegible] wind. [illegible] O'clock a.m [illegible]
very near our course. but she went off again and the wind has been in [illegible]
[illegible] day. the lord only knows how long we will be near the Horn
here [illegible] stormy weather. we sail on our lee quarter. at 8.30 a.m the
fog was so thick we only saw her for a short time. at 9 O'clock p.m we
[illegible] the wind was so light [illegible]
[illegible] running [illegible]
[illegible]

June 1881

42nd Day | Sat. June 4th/81 | Lat 55.06 | [illegible] 75.34

[illegible] with thick weather and light rain wind still ahead [illegible]
[illegible] to haul in our favor at 4 O'clock a.m and at 8 O'clock a.m we were heading
our course. E.N.E. but the wind is very light and [illegible]
[illegible] that this wind will hold and get a little stronger so we can get
round. we killed a couple of pigs to day. the weather is very fine to
night with [illegible] good breeze [illegible]
[illegible] of snow this forenoon. our Comet is in sight yet | Lat 54.48 S. | [illegible] 93.04

43rd Day | Porpus. | Sun. June 5th/81

[illegible] begins with very good weather on the port tack steering [illegible]
[illegible]
[illegible] breeze continued very steady all day but light. we squared in main at 4 O'clock p.m
[illegible] saw two Fin Backs this afternoon on the port bow 3/4 of a mile off. we
[illegible]
[illegible] bright but it is pretty cold. we stand one hand a [illegible]
5.30 p.m a school of Porpus come under the bow. we struck one and [illegible]
look out for Porpus Balls tomorrow. the first in 14 months. | [illegible] 54.45 S. | [illegible] 90.15

[illegible] | 44 [illegible] | Mon. June [illegible] 81 | Porpus

[illegible] begins with very fine weather. everything set. breeze on [illegible]
[illegible] light running about 6 knot. at 3 O'clock a.m it began to [illegible]
[illegible] p.m [illegible]
[illegible] we are running over 9 knot to night. we made
57 miles [illegible]
[illegible] come under the bow but did not strike any. we had Porpus Balls
[illegible]
[illegible] 9 1/2 knot.

[illegible] | 45th Day | Tues. June 7th/81 | Lat 54.50 S. | Long. 84.31 W.

[illegible] with good weather. bowling along with the wind on the
[illegible] 10 knot [illegible] very steady [illegible]
[illegible]
[illegible] up very strong and we carried on very heavy but the other ship

{ Tues: [illegible] } June 1851 { Lat 34.30 S }

[illegible] June 4th [illegible] { Long 84.21 }

[illegible] us at 3 O'clock p.m. she was a very large full rigged ship [illegible] topsails [illegible] with reefs in her topgallantsails & main Royal set. she come up on our starboard beam ½ mile off. took in her main Royal. we took in our main T. Sail & Flyjib. we put up a blackboard with the Long. on but she made no signals at all & did not set her Ensign so we could not tell much about her. she is bound around the horn. went out of sight at dark. we are steering E by S. made 218½ miles last 24 hours by [illegible] and 237 miles by Lat. a school of Porpoises under at 4 o'clock p.m at 7 o'clock a.m it began to blow a gale and rolled up a fearful sea. we took in the [illegible] and mainsail and put 2 reefs in mizzentopsail. [illegible] it was a [illegible] and all hands out [illegible] the [illegible] the [illegible] we are running [illegible] under lower topsails & [illegible]. 2 men at the wheel and all hands on the [illegible]. { Lat 36.02 S }

{ 46th day } Wed. June 5th 51 { Long [illegible] }

Day begins with bad weather running before it under lower topsails & foresail & jib. and a heavy sea on. at 12.30 a.m took in the jib and at 4 a.m took in mizzentopsail it is still blowing. at 7 o'clock we braced our [illegible] topsail put a reef in it and set it. 2 men at the helm yet. at 11 [illegible] mizzentopsail and set it close reefed. at 11.30 a.m braced mainsail [illegible] put a reef in it and set it. and at 12.30 a.m shook the reef out [illegible] at 2 o'clock a.m set [illegible] T. Sail. at [illegible] p.m shook reef out [illegible] and set F. T. G. Sail. the weather began to get better after dinner and [illegible] we have fine weather but a heavy sea on yet. the [illegible] the main [illegible] at 12 o'clock. we made 216½ miles last 24 hours [illegible] 325 miles from [illegible]. we had 2 men at the helm until 4 o'clock p.m the wind [illegible] at 8 o'clock and we [illegible] the yards and at 11 o'clock p.m we braced [illegible] point on the port tack wind very light at 12 o'clock. we have not had any very bad weather for this time of year [illegible]. we had a light in the Binnacle all day to day it is daylight at 8.3[illegible] a.m and dark at 3.30 p.m and [illegible]

June. 1881.

{47th Day} Thurs. June 9th/81 } L[illegible] 17.15 N. } L[illegible] 75.09 }

Day begins with good weather & fair wind steering E. by S. [illegible] [illegible] the breeze is light at 2:30 a.m. we luffed up to E. by N. [illegible] [illegible] the yards on the port tack. set the mainsail [illegible] commenced to breeze up and the weather got thick with a light [illegible] at 5 o'clock the wind hauled more and we had to brace up sharp. it commenced to [illegible] strong at 8 o'clock a.m. [illegible] p.m. [illegible] it is blowing [illegible] we are carrying [illegible] 2 [illegible] 5 all we [illegible] 24 hours [illegible] at 12 [illegible] p.m. [illegible] heavy. reef in mainsail & [illegible] shipping heavy seas and everyone got wet through.

{48th Day} Fri. June 10th/81 Lat: no ob. } L[illegible] no ob.

Day begins with the gale still blowing and a very heavy sea [illegible] in [illegible] topsail at 4 o'clock a.m. but coming on morning [illegible] to moderate we set the mizzen topsail at 6.30 a.m. set the [illegible] at 7 o'clock a.m. at 8 o'clock [illegible] main topsail but a reef in it and set it. at 9 o'clock [illegible] but a reef in it and set it. and set the flying jib. at [illegible] main topsail set [illegible] and [illegible] course E. [illegible] the wind hauled ahead at 10 o'clock and we hauled [illegible] course. [illegible] a.m. [illegible] at 2 o'clock p.m. the wind hauled aft again hauled up spanker and [illegible] we made 179 miles last 24 hours. at 7 o'clock we [illegible] [illegible] a.m. [illegible] at 11 o'clock [illegible] p.m. [illegible] p.m. [illegible] p.m. [illegible] and [illegible] [illegible]

Cape Horn June 1881

Lat. 57.15
Long 64

Sat. June 11th/81

Day begins with very fine weather a fair wind and good breeze steering [illegible] E. about 2 a.m. passed the Diegos [illegible] [illegible] off the [illegible] we then kept off again to E. by N. at 2.30 a.m. took in F. T. G. Sail. at 3.30 a.m. [illegible] to the [illegible] of mizzentopsail and set [illegible] sail and set F. T. G. Sail again. we will round Cape Horn this forenoon sometime. the [illegible] is very fine we rounded the horn and passed into the Atlantic [illegible] [illegible] [illegible] [illegible] 13th [illegible] 1844 [illegible] hauled ahead some at 1 Oclock p.m. we braced up the yards, [illegible] tack and hoisted the jibs. we have luffed up and are steering [illegible] so that will be in fine warm weather in a few days. we have had every thing set all day and it is quite rare that a ship rounds the Horn with all sail out. we broke out water to day. broke out a [illegible] [illegible] and took a Dozen out to use. broke out Sugar. there was a very large Whale around the ship to day it was the largest we have seen this voyage it was a [illegible] [illegible] he came so close that we started a lance at him and fired a bomb into him and he went off like a locomotive. they are the largest of any kind of Whale [illegible] is. we made 123 miles last 24 hours. this was the brightest night [illegible] the moon was full and the sky clear down to the horizon [illegible] in sight and the Magellan Clouds over the maintruck.

Lat. [illegible]
Lon. [illegible] Bo. ob.

Sun. June 12th 81

Day begins with splendid weather all sail set and a stiff breeze [illegible] at 2.30 a.m. [illegible] to [illegible] and the wind [illegible] we braced up the yards. took in the 3 topgallantsails. at 1.30 a.m. took in the flying jib. at 3.30 put 2 reefs in mizzentopsail [illegible] took in [illegible] at 11 a.m. it began to rain and was [illegible] a gale. took in maintopsail. at 11.30 a.m. took in mainsail & jib. at 2 p.m. took in [illegible] [illegible] with [illegible] shipping heavy seas under lower topsails [illegible] main [illegible] [illegible] hands for fore & aft to day. there was a total Eclipse

June

June 1881.

(Eclipse)

Reach

50th Day

Sun June 12th /81

[illegible] the moon this morning. the Eclipse began. at. 12.40 a.m. and was total at 3 O clock a.m. it lasted until 5.40 a.m. everything was clear and it showed to good advantage. we are [illegible] to have such [illegible] to [illegible]

Lat [illegible]

Lon [illegible]

Reach

51 [illegible]

Mon June 13th

[illegible] at 12.30 [illegible] the mizzen topsail and set it close reefed. and set the [illegible] the first [illegible] wind [illegible] the day it is still blowing stiff and raining and a heavy sea [illegible] at 2.30 a.m. [illegible] the topsail and furled it at 6.30 [illegible] the mainsail. the breeze all died out and left us in a [illegible] at [illegible] we [illegible] up [illegible] foresail & mainsail. we got a light breeze again at 9 O clock a.m. and set the foresail. and at 11 O clock a.m. the wind hauled [illegible] round [illegible] and [illegible] the mainsail & jib. wind [illegible] at 12.30 p.m. we took in mizzen topsail and furled it. and loosed upper main topsail. at 1.15 p.m. loosed and set upper fore topsail. it kept on drawing until 5 O clock. when it [illegible] we [illegible] had [illegible] the [illegible] has been dismasted here twice so we have to watch the weather [illegible] and be careful. [illegible] the main [illegible] at [illegible] and [illegible] his hand [illegible] had [illegible] and had to go off duty. Course [illegible] N. E. [illegible] a.m. [illegible] both reefs out of mizzen topsail & set Main T. G. Sail. at 8 O clock p.m. the wind [illegible] the yards 2 points [illegible] and set the mainsail. [illegible] T. G. Sail. it was [illegible] bright up to 12 O clock. running about 8 knot.

Lat 54.48

Long 56.05

52nd Day

[illegible] June 14th

[illegible] a.m. [illegible] 2 O clock [illegible] took in the 3 [illegible] and furled mizzen topsail

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52nd Day Tues. June 14th/81 Lat [illegible] Long [illegible]

[illegible] out 2 reefs in foretopsail. the squall did not amount to much [illegible] [illegible] [illegible] [illegible] 2.30 a.m [illegible] [illegible] the [illegible] [illegible] was a [illegible] of [illegible] under the [illegible] [illegible] [illegible] [illegible] in sail. at 3.30 a.m set the main [illegible] sail & turned the reefs out of the mizzentopsail at 4.30 o'clock a.m set the [illegible] and mizzen T. G. Sails. at 11 O'clock the wind hauled. and we have [illegible] [illegible] [illegible] [illegible] we had a strong breeze all day and at 3.30 p.m [illegible] [illegible] [illegible] & Mizzen T. G. Sail. at 5.30 p.m took in Main T. G. Sail & fly jib [illegible] [illegible] [illegible] 132 [illegible] [illegible] [illegible] hauled [illegible] foretopsail [illegible] [illegible] [illegible] [illegible] morning [illegible] [illegible] [illegible] [illegible] [illegible] and [illegible] [illegible] at 9.30 a.m reefed maintopsail at 11 [illegible] [illegible]

53rd Day Wed. June 15th/81 Lat [illegible] Long [illegible]

Day begins with a stiff [illegible] and a very heavy sea on. but at 2 o'clock it moderated some. at 3.30 a.m we turned the reef out of maintopsail and loosed fly jib. and at 6 O'clock it began to blow again at [illegible] o'clock a.m took in maintopsail and reefed it. and also fly jib. and furled the [illegible]. the wind is ahead. we are steering on the wind [illegible]. at 11 a.m [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] main [illegible] [illegible] foretopsail at 4 p.m it was very bad weather raining & [illegible] and [illegible] [illegible] [illegible] to take in [illegible] foretopsail. [illegible] main [illegible] at noon. [illegible] [illegible] at 9 o'clock p.m took in lower maintopsail. and had the ship under [illegible] [illegible] blowing very hard.

Lat 52.02
Long 51.20

[illegible] 54th Day Thurs. June 16th/81

Day begins with bad weather very squally. ship under [illegible] [illegible] at 1 o'clock a.m it moderated some and we set maintopsail. at 2 O'clock a.m [illegible] at 2.30 set foresail. at 5 O'clock a.m set jib. at 7 O'clock a.m it began to blow again with heavy squalls of snow & hail. at 9 O'clock took in [illegible] jib. it was blowing a gale then. carried sail until the [illegible] [illegible] [illegible] water and the deck flooded. we took in the [illegible] [illegible] [illegible] at 12 Noon [illegible] we had a very hard gale [illegible] [illegible] [illegible]

[illegible] O June 1881 Lat 52.02

54th Day Thurs. June 16th /81 Long 51.20

at the time [illegible] away [illegible] that [illegible] sheet was parted [illegible] we hauled it all again and made fast to a bitt. we had to [illegible] all the sails that were [illegible] to keep them from blowing away. nobody [illegible] with the [illegible] to day. the [illegible] main [illegible] at [illegible] o'clock [illegible] a [illegible] at [illegible] we [illegible] we were running [illegible] [illegible] it was snowing most of the [illegible] [illegible] during the day.

Lat 49.45

[illegible] hill Day 55th Day Fri June 17th '81 Long —

[illegible] came in with snow & [illegible] and a very heavy sea [illegible] 2 men at the [illegible] at [illegible] am and at [illegible] 30 am [illegible] main [illegible] the wind [illegible] and we [illegible] the yards at 4.30. and at 12 o'clock am set the main top gallant sail. it has been blowing pretty stiff and snowing all day up to 5 o'clock to night. we were snow balling both forenoon & afternoon. [illegible] main [illegible] at noon [illegible] the main T. G. Sail at 4 o'clock. we were abreast of the Falkland Islands yesterday & to day. and that accounts for the snow & hail. [illegible] 48 miles last 24 hours, and to day we have been going 10 knots. at 6 o'clock pm [illegible] at 10 o'clock [illegible] [illegible] at 10 pm [illegible]

56th Day Sat. June 18th '81 Lat. no ob. Long. no ob.

Day came in with snow & hail a very stiff breeze. square yards. [illegible] N. by E. at 12.30 am set main T. G. sail again [illegible] am [illegible] the wind [illegible] braced the yards a little [illegible] back [illegible] the [illegible] & fly jib and set them. at 4 o'clock am [illegible] hauled all main [illegible] the yards. hauled down the jibs and [illegible] them and [illegible] at 8 o'clock am [illegible] again with a [illegible] braced up [illegible] on the [illegible] tack. set the [illegible] jibs, main [illegible] T. G. sail. and [illegible] mizzen top sail

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56th Day Sat. June 18th/81 Lat [illegible] Long [illegible]

at 10 a.m O'clock had a very heavy snow & hail squall [illegible] [illegible] we had a good time snowballing we shoveled the snow [illegible] [illegible] F. T. G. Sail run down and hoisted it up again when the squall [illegible] [illegible] was squally up to 4 O'clock this afternoon but I think we have seen all of the snow [illegible] [illegible] have any more [illegible] at 3 p.m [illegible] the wind [illegible] up again we squared the yards hauled up the mainsail [illegible] [illegible] at 4.30 p.m we had a very strong breeze furled the [illegible] [illegible] sail and F. T. G. Sail at 5.30 p.m it hauled again braced the yards come on the port tack loosed the jib and set it again we are running into warm weather quick it is very comfortable weather to night and every one is glad to get in good weather once more we will have good weather [illegible] the way home now we logged off 194 miles last 24 hours [illegible] up to 12 O'clock N by E and since that N.N.E. spliced main brace at noon. at 8 p.m O'clock loosed fly jib and set it. at 9.15 p.m put 2 reefs in [illegible] and at 10.15 p.m a very heavy hail squall come up took in the F. T. G. Sail & jib and [illegible] then clewed down upper topsails and hauled up the foresail 2 men at the wheel it lasted about one hour. at 11.30 p.m set the foresail and hoisted the topsails

57th Day Sun. June 19th/81 Lat. 43.56 Long [illegible]

Day [illegible] with good weather wind [illegible] course N.E. set [illegible] G. Sail at 2.20 a.m at 4 a.m O'clock the wind hauled a little braced the yards [illegible] [illegible] starboard tack had a hail squall at 5 a.m O'clock [illegible] [illegible] breeze. at 9 a.m O'clock we set Mizz. T. G. Sail and turned the [illegible] [illegible] at 2.20 p.m [illegible] mainsail [illegible] and at 6 O'clock hauled main sheet aft. [illegible] at 4 p.m O'clock we figured off 186 miles to day [illegible] the wind [illegible] on the port tack [illegible] G. Sail and hauled main sheet [illegible] there is 10 lbs [illegible] the man that raises the first Sperm Whale [illegible] we have a fine breeze to night but no more.

Sail [illegible] June 1881 Lat [illegible]

Mon June 20th /81 Long [illegible]

Day begins with [illegible] wind south [illegible] at 4 a.m. set Brig T. G. Sail. at 7.30 raised a sail on our port quarter, steering the same as we are. she came down pretty close to us and set an English Ensign. she was a Barque about 1000 tons heavily laden with fore & main Royals set. we set our Ensign and ships name. she made some signals with flags but we did not understand them. to night she is 3 points on our port bow about 2 miles off. the wind hauled a little at 4 o'clock a.m. and we braced the yards [illegible] the [illegible] with the main [illegible] hauled [illegible] we broke out water, molasses & vinegar. broke out and bent our main stay sail. we logged 154 miles last 24 hours. we had a number of light rain squalls to day but the weather is fine to night and hauled down the kites at 5 o'clock a.m.

[illegible] Tues June 21st Lat [illegible] Long [illegible]

Day begins with steady fine breezes yards square [illegible] the other ship in sight on our port bow. the wind [illegible] at daylight [illegible] at 5 o'clock a.m. it was calm with light wind then [illegible] ahead. we are close on the wind to night heading S by W. the other ship is just out of sight to night ahead. we began our work to day. put the bow & waist boats out on the cranes. cleaned the craft and got them all ready for whaling. mast heads went up at fore & main this morning. [illegible] blacksmith got his forge up and had a fire to repair steering braces for the boats and repair bomb guns. 2nd mate is better and came on duty to day. set the main topmast staysail at 8 o'clock a.m. saw finbacks & a school of [illegible] to day. Lat [illegible]

[illegible] Wed June 22nd /81 Long [illegible]

Day begins with [illegible] ahead we tacked E.S.E. the other ship [illegible] this day [illegible] then we broke out and [illegible] until it [illegible] at 10 o'clock a.m. and [illegible] the [illegible] took down the [illegible]

{ Sail Co { June 1881 } Lat. 33.20 }
{ 61st Day } Thurs. June 23rd/81 } Long. 35.30)

Day begins with very fine weather but a head wind heading E.N.E. at daylight we raised a sail on our lee bow [illegible] kept along with us all day and at 3 P.M. she set her Ensign a Belgian flag we set ours. she then set signals but we did not understand them we set our Burgee. she then hauled close on the wind we run down across her stern and spoke. she proved to be the Marnix of Antwerp 53 days from Chili with a cargoe of Copper ore bound for Falmouth she is on our weather beam to night. we broke out Beef & Pork to day & broke out a cask of water and put it in the butt left the cask on deck [illegible] rain water. cleaned off the port side of the main deck and scrubbed decks at 4 O'clock P.M. wind [illegible] backs at 4.30 P.M. right ahead. the wind is getting better. our passenger is quite a musician and has plenty of music so we started the ball to night. we will have a good time all the way home. we have a violin. Bones triangle & Tamborine. and plenty of dancers. { Lat. [illegible])

{ 3. Sail Co. { 62nd { Fri. June 24th/81 } Long. [illegible])

Day begins with very fine weather all sail set. Course N.E. ½ [illegible] at daylight raised 3 Sails. one on lee beam. one on lee quarter and the Marnix on our weather beam. she is out of sight to night. one of the others is a Brigantine and the other a Bark we finished planing the deck to day and scrubbed off at 4 O'clock. we have had a very fine breeze all day and we checked in the yards at 3 O'clock P.M.

{ 3 Sail Co { 63rd Day } Sat. June 25th/81 { Lat. 33.54 } Long. [illegible]

Day begins with very fine weather. fair wind. Course N.E. by N. we raised 3 sail at daylight a Bark on our weather quarter a ship on lee bow and the Brigantine on our lee beam. we [illegible] this morning. and [illegible] fore. main & mizzen topmasts & topgallant masts and finished them at 11 A.M. the Bark on our weather quarter set the English Ensign and we set ours she then [illegible] so we hauled up foresail & mainsail and backed the main yard. lowered away the starboard boat at 1 O'clock P.M. and we went on board. she proved to be the Elizabeth Childs of Sunderland England 45 days from Chili with a cargoe of Saltpetre bound for Boston.

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{Sail Os} {63rd [illegible]} Sat. June 25th/81 {Lat [illegible]} {Long [illegible]}

we reported the ship & Brigantine from the same place bound for New York they sent a bag of potatoes to us but we have plenty of our own. we kept off again at 2 P.m O'clock, and she done the same but we have left her astern. we scrubbed deck at 4 P.m O'clock. at 6 O'clock, hauled up main, spencer & spanker and weather clew of mainsail and squared the yards but the breeze is very light. the [illegible]

{Sail Os} {64th Day} Sun. June 26th/81 {Lat. 33 [illegible]} {Long 34 10}

Day [illegible] with very light weather but heading our course. everything set. at 2 a.m O'clock the wind [illegible] we [illegible] braced the yards and hauled down the stay sails. at 7 O'clock it was a dead calm with sails flapping. we braced up sharp on the starboard tack. at 4 P.m O'clock we got a breeze but it is dead ahead. we took in the stay sails at 7 O'clock. the other 3 ships in sight all day. nothing doing to day it was very warm and plenty of shaving & haircutting going on all day. we are heading to the N. & W. we are just out of the River Rio De Plata to day.

{Sail Os} {65th Day} Mon. June 27th/81 {Lat. 32.30 S.} {Long 33 [illegible]}

Day [illegible] with fine weather a very light breeze and every thing set with wind dead ahead. at 2 a.m O'clock tacked ship. at 2 [illegible] a.m tacked again and got the ship in irons at 8.30 a.m tacked again and stood on starboard tack until 5 P.m O'clock and tacked again. it was very squally in the morning with rain but it cleared off at 9 a.m O'clock. we took in [illegible] Sail at 4 a.m O'clock and we set it again at 3.30 P.m. set the [illegible] at 4 P.m O'clock. we [illegible] on the [illegible] took down the cabin stove boxed it up and put it below. broke out a cask of tar, dried apples, Flour, Butter & hams. put a new [illegible] on the galley. saw 2 very large Sulphur Bottoms off deck. passed a large painted [illegible] at 3 P.m O'clock. [illegible] the [illegible] to day. weather warm and very fine to night. we are having [illegible] Bread very [illegible] the wind has a tendency to head. but it [illegible] to make it out. we tacked ship at 7.30 we [illegible] on one tack and S. E. by E on the other.

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June 1881

{66th Day} Tues. June 28th /81 {Lat 32.01} {Long 31.50}

Day begins with fine weather, everything set but wind ahead. at 2.15 a.m. we tacked ship after we tacked it began to breeze up pretty strong. we put but of a cask of water we had on deck in the scuttlebutt and broke out molasses. we broke out a new coil of towline, towed it overboard and hut it up to day. scraped the stanchions at main & mizzen and tarred them scrubbed deck at 4 O'clock p.m. took in F. T. G. Sail. at 12 O'clock noon as the ship was pitching pretty heavy. saw Fin Backs to day and a new moon [illegible]

{67th Day} Wed. June 29th /81 {Lat 31.32 S.} {Long 34.33}

Day begins with fine weather and continued fine all day. the wind is ahead yet and we are not doing much towards getting home. both watches at work in the rigging all day on small jobs. we scrubbed deck at 4 O'clock p.m. at 6 O'clock p.m. set the F. T. G. Sail & main spencer, nothing seen to day.

{68th Day} Thurs. June 30th /81 {Lat 31.21 S.} {Long 33.25}

Day begins with very fine weather. all sail set with a light breeze but the wind is still ahead and no [illegible] change we are on the port tack heading E. by N. we saw Fin Backs off deck. and a large [illegible] [illegible] [illegible] [illegible]. both watches working in the rigging all day. we scrubbed the deck at 4 O'clock p.m. we are 600 miles from Trinadad to day.

{Total [illegible]}

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{69th Day} Fri. July 1st /81 {Lat 30.[illegible]} {Long 30.[illegible]}

Day begins with fine weather on the [illegible] tack with a light [illegible] everything set heading E. by N. at 7.30 a.m. we raised a sail on our lee [illegible] in sight all day. saw a large [illegible] [illegible] [illegible] masthead. both watches work in the rigging all day and overhauling [illegible] at the main and mizzen. scrubbed off deck at 4 O'clock p.m. good moonlight to night.

{[illegible] Day} Sat. July 2nd /81

Day begins with very fine weather, everything set a good breeze [illegible] the wind still ahead. heading [illegible] by [illegible] at daylight we saw [illegible] [illegible] in the [illegible] [illegible] and at [illegible].30 a.m. raised another [illegible] [illegible] [illegible]

[illegible] C July 1881 { Lat [illegible] } { Long 27·0 }
Sat July 2nd/81

[illegible] she was running off and crossed our stern about 11 o'clo-ck [illegible] off. she was a [illegible] bark. supposed to be going round Good Hope [illegible] two going as we are. saw Fin Backs to day. we broke out water and [illegible] the butt. broke out bread. and cut [illegible] & pumped ship [illegible] deck at 4 O'clock. we had a rain squall this morning and [illegible] at 4:30 a.m. when we took in Fore & Mizz. T.G. Sails. I hope the wind will haul pretty soon. we had a squall at 11·30 p.m. and took in the [illegible] and furled it.

Sail O. { 71st Day } Sun July 3rd/81 { Lat 29·35 S. } { Long 26·50 }

Day begins with squally weather at 12:20 a.m. took in the T.G. Sails and it has been squally all day. at 2 o'clock a.m. lowered the topsails on the [illegible] and at 3 O'clock a.m. had another squall and had to lower them again and hoisted them after it was over. at daylight we raised 2 sail [illegible] one on our lee beam and one on our weather bow. both about 1 mile off going the same as we are. the one on our lee beam set her Ensign at 7:30 a.m. she proved to be an Englishman. we then set our Ensign. she set signals but we could not read them. at 12:30 raised another sail on our weather bow running off. she was out of sight in a couple of hours. we had a bad squall with rain at 3:30 p.m. put 2 reefs in the mizz. topsail. the wind is still ahead. this was the [illegible] Sabbath day. we celebrated it with a fresh dinner fore & aft. 4 [illegible] to day.

Sail O. { 72nd Day } Mon. July 4th/81 { Lat 29·0 S. } { Long [illegible] }

Day begins with a gale blowing and very squally. at 12:30 a.m. we took in upper fore topsail. we had some rain and a heavy sea on. we lowered the [illegible] and put a reef in it at 8 o'clock a.m. one ship in sight at daylight right astern. at 11.30 a.m. we put a reef in maintopsail. at 12·30 p.m. it was very bad. we lowered the topsails down. furled the mainsail & jib and a very heavy thunder & lightning storm came up with plenty of rain. we caught a cask full of water. it lasted until 2:30. when it cleared up. but it was a lucky storm for us for we have got a

{ [illegible] C. } July 4th 1881 { Lat [illegible] }

{ 72nd Day } Mon July 4th /81 { Long 24 [illegible] }

fair wind it came about 4.30 Pm we hoisted the fore & main topsail reefed. had them up half an hour when we lowered them down and shook the reefs out set the mainsail. jib. spanker fly jib Main T. G. and checked in the yards some. and steering N. by E. one point free with a nice breeze and good moonlight. ship in sight right astern. shook the reefs out of mizzentopsail and set Main T. M. S. Sail. there is a big heavy sea on yet and we are pitching in heavy. but it will soon go down.

{ 73rd Day } Tues July 5th 81. { Lat. 28.15 S. } { Long [illegible] }

Day begins with fine weather a light breeze and fair course N. by E. at 6 O'clock set Main T. G. S. Sail. F. T. G. Sail. & Miz. T. G. Sail and at [illegible] the wind hauled aft. squared the yards. hauled up mainsail. and down both staysails and both jibs at 2 Pm o'clock lowered the Miz. T. G. Sail and Miz topsail on the cap. and at 6 Pm O'clock furled Miz T. G. Sail. at 6.30 Pm the wind hauled a little braced the yards some on the starboard tack. I think we have the S. E. Trades but not sure yet. [illegible] we have both watches at work tarring down all day. half a dozen or Fin Backs alongside to night. at Pm [illegible]

{ 74th Day } Wed. July 6th /81 { Lat. 27.[illegible] S. } { Long. }

Day begins with nice weather but a very light breeze. Course N. coming on daylight the wind died out and in the forenoon it was calm we hauled up the mainsail & [illegible] and down jibs & staysails but at 1 Pm O'clock we got a light breeze braced up sharp on the port tack. down tacks and up jibs but the wind is ahead. heading N. N. E. both watches tarring down all day. broke out Flour. Sugar & [illegible] our cook [illegible] on duty to day scrubbed deck. at 4 O'clock some very large Fin=Backs close to the ship to day. tried to shoot one but did not get a good chance to fire at him.

{ 75th Day } Thurs. July 7th /81 { Lat 25.15 } { Long 24.[illegible] }

Day begins with fine weather everything set. a good stiff breeze but the wind is ahead heading N. by E. about 2 points to leeward of

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{75th Day} Thurs. July 7th/81 {Lat [illegible]} {Long [illegible]}

our course. at 3.30 am it got squally and we took in fore & mizz T. G. sails and at 6.30 am we set Mizz T. G. Sail & Main T. G. S. Sail. both watches at work turning down all day. nothing seen from masthead. scrubbed deck at 4 o'clock. Cooper made a new draw water bucket to day. [illegible] T. G. Sail at [illegible].30 pm and the wind hauled some in our favor.

{76th Day} Fri. July 8th/81 {Lat 23.25 S.} {Long 23.40 W.}

Day begins with fine weather & light breeze. everything set. heading [illegible] At 1.30 am we had a rain squall but it made fair wind for us we checked in the yards some and steering N. by W. at 4.30 am [illegible] we squared the yards. down jibs & staysails and hauled up the mainsail. we put new peak bands on the 3 royal yards and also new leathers in the jaws and got them all ready to bend for we are going to cross them very soon. we tarred all the royal rigging and put it up to dry. scoured out the try pots to day. [illegible] no sight all day and at 9 o'clock am thought we saw a Sperm Whale spout on the starboard beam. hauled to the wind on the starboard tack and lay to with the main yard aback until 10 o'clock am when we wore ship and came to on the port tack with main yard aback and furled F. T. G. Sail. lay until 10.30 am but did not see it again we then kept off on our course N. by W. loosed F. T. G. Sail again and set it and let the Mizz T. G. Sail run down on the cap. we scrubbed deck at 4 o'clock pm. there was 4 Sulphur Bottoms close to the ship after dinner. it has been cloudy all day but a good breeze. we are just abreast of [illegible] at 10 o'clock to night and 460 miles from Black Island.

{77th Day} Sat. July 9th/81 {Lat 21.20 S.} {Long 2[illegible].40 W.}

Day begins with fine weather fair wind and a good breeze. we are in the Trades now. struck them at 4.30 am yesterday morning as we will [illegible] 150 miles a day for some time we [illegible] and both watches turning all day. unbent the Fore T. Sail and bent it before [illegible] to day. scrubbed deck at 4 o'clock. square yards and bright night. nice

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Sun. July 10th/81 { Lat. 14.00 N. } { Long 23.10 W. }

Day begins with squally weather [illegible] [illegible] until 10 o'clock in the forenoon when it cleared off. the wind was dead aft until 12 o'clock when it hauled a little on the starboard quarter so that [illegible] a chance for our fore & aft sails to draw. we were steering N.W. [illegible] until 2 o'clock. when we kept N. by W. ½ W. we made 174 miles last 24 hours we have got the trade winds stronger than we expected to [illegible] them [illegible] we will make good time to the line. we loosed the mainsail at 12 O'clock. and at 2 O'clock pm set the staysails and jibs. plenty of flying fish around and some of them Came aboard and we saved the wings. saw Grampus & Fin Backs. also a large Sulphur Bottom he came close to the ship. our harpooner fired at him with a rifle and put a ball in him. he turned and went off to windward. at 2.15 quite a large [illegible] of Porpoise under the counter. [illegible] we could not strike one. the weather is very warm now. at 9 O'clock to night [illegible] [illegible] a Fin Back spouted close to and the spray [illegible] the [illegible] [illegible] the men sitting on the fore hatch. we stood by to lance him and he [illegible] around until 11 O'clock. but did not come close enough to get a chance at him.

Dist. 182. { 7th day } Mon. July 11th /81 { Lat 11.23 N. } { Long 25.30 W. }

Day begins with very fine weather all sail set and a good breeze off the starboard quarter. we raised a vessel at 12.15 am she went across our bow to the N & E. raised another one at 6 O'clock am going the same way. we painted our 3 royal yards to day. Cooper & Blacksmith at work all day fixing up around the rail and wood work getting ready to paint. both watches washed. [illegible] down to day. [illegible] [illegible] at 4. [illegible] [illegible] [illegible] [illegible] around. we caught one. we have got the trades in good style. all we want to swing to. we made 185 miles last 24 hours it begins to look like home now. the nights are bright as day. we can read on deck any time at night and some of the boys up the watch. [illegible] chickens on deck.

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{ 30th Day } Tues. July 12th/81. { Lat 11.46 } { Long 31.30 }

Day comes in with fine weather & [illegible] breeze and bright moon to night we hauled down the [illegible] [illegible] [illegible] sails and set them again [illegible] 2 O'clock am we beat out water and filled the butts cooper at work scraping and painting boat [illegible]. course up to 12 noon S. by W. ½ W and since that S. by W. we took down fore topsail runner cleaned and painted it. scrubbed deck at 4 O'clock. we made a fine run last 24 hours 209 miles and went very easy. we killed the last 3 chickens we [illegible] [illegible] to day. { Lat 09.[illegible] }

{ 3 [illegible] } { 31st Day } Wed. July 13th/81 { Long [illegible] }

Day comes with fine weather & good stiff breeze off the quarter with everything set steering S. by W. we raised a sail at daylight on our lee bow the breeze got light during the day we crossed our Main Royal yard to day bent the sail and set it at 10 O'clock. at 10.30 raised another ship on our weather bow. we scraped and painted the windlass and also the starboard anchor scraped and painted main topsail runner. took off all new rigging and [illegible]. at 2.30 raised another ship on our weather bow they all went out of sight in a short time as they were on the wind. at 1 O'clock squared the yards and hauled down the jibs at 4 O'clock it hauled again braced a little on the starboard tack. hauled aft the main sheet at 6 O'clock it went aft again hauled up mainsail and down jibs Cooper at work cleaning up all the tools. scrubbed deck at 4 O'clock made 185 miles to day.

{ 3 [illegible] } { 32nd Day } Thurs. July 14th 81 { Lat 7.15 } { Long [illegible] }

Day comes with cloudy weather and very little wind we [illegible] [illegible] our course S. by W. about all day and to night there is a light wind with the yards square and jibs down mainsail up we crossed the fore & Mizz Royal yards to day bent the sails and set them [illegible] [illegible] in and raised them, at 3 O'clock we caught plenty of rain [illegible] [illegible] out [illegible] [illegible]. raised 2 ships to

{2 Suit C.} {82nd Day} July 1881 Thurs July 14th /81 {Lat 2.15° Long [illegible]}

day and the [illegible] have [illegible] out [illegible] [illegible] to night. we [illegible] [illegible] [illegible] with our 3 [illegible] set [illegible] [illegible] at 4 O'clock. we were [illegible] [illegible] [illegible] Pernambuco to day but the wind was so light [illegible] [illegible] to sight it. we made 110 miles last 24 hours

Lat 1.20°

{Steamer} {83rd Day} Fri. July 15th /81 {Long 33.20}

Day begins with cloudy raining weather and no wind. topsail & mainsail [illegible] it commenced to rain heavy at 4 a.m. O'clock. and it [illegible] [illegible] we soaked the mizzen Royal. at 5 a.m. O'clock we were washing [illegible] and [illegible] all day. broke out a 6 barrel cask of pork and a tierce of [illegible]. we [illegible] hard day with the sails bracing round and up & down [illegible] every half hour taking advantage of every little puff of wind [illegible] [illegible] yesterday that we lost our trade winds. so we [illegible] steering N. E. by E. to get into them again. it is very warm [illegible] we are so close to the line. we [illegible] a [illegible] [illegible] a [illegible] and saved him and caught a small one with a line. at 10.30 p.m. a large Steamer crossed our bow. at 7 p.m. O'clock we furled the main & Mizz Royals at 11.30 p.m. we got a breeze. we are on the starboard tack. wind abeam.

{2 Suit C} {84th Day} Sat. July 16th /81 {Lat 0.52°} {Long [illegible]}

Day begins with pretty good weather a nice breeze and [illegible] [illegible] thing set. at 8 a.m. O'clock the wind died out again [illegible] [illegible] and rained all the forenoon [illegible] [illegible] at 2 O'clock squared the yards. steering [illegible] N. by W. ½ W. at 10 a.m. O'clock raised 2 ships on our [illegible] [illegible] the wind went out [illegible] in a short time [illegible] main & mizzen Royals [illegible] at 9 [illegible] at 11 a.m. O'clock [illegible] again and at 6 p.m. O'clock set F. Royal. we went hold. broke out [illegible] and [illegible] ship & killed 2 hogs. we are about 300 miles [illegible] [illegible] the [illegible] this breeze will carry us across. [illegible] [illegible] any of them.

[illegible] C. } July 1881 { [illegible]

85th Day } Sun July 17th/81 { [illegible]

[illegible] with fine weather nothing [illegible] [illegible]

[illegible] saw a spout [illegible] at 6 o'clock a.m. we had

[illegible] squall it cleared off at 8.30 a.m. and we had fine weather

until 3 o'clock p.m. when it come in squally again with [illegible]

[illegible] at 6.30 on our port beam going about the same as us.

[illegible] close to us and at 11.30 a.m. we [illegible] all hands and

[illegible] the starboard boat and the mate went [illegible] of her.

[illegible] to be a [illegible] Brig named [illegible]

[illegible] from Pernambuco bound for Palmero S.A. in ballast

they gave us news that surprised us all. that the President

of the U.S. was assassinated but no particulars at all. she is in

sight to night. at 2.30 p.m. raised another Brigantine on our starboard

bow. steering on the wind. and at 6.30 a.m. raised a ship right

ahead. we took in Mizz Royal at 6.30 p.m. and hauled down all

the fore & aft sails. wind astern. and a good breeze at 11 o'clock p.m.

it began to rain very heavy. but it is so warm that we do not mind the

rain as long as the breeze holds fair. { Lat [illegible] }

[illegible] C. } 86th Day } Mon July 18th/81 { Long [illegible] }

[illegible] with fine weather with a stiff breeze [illegible]

[illegible] and mainsail hauled [illegible]

at [illegible] a.m. we have had a very stiff breeze all day [illegible] a

little on the starboard quarter at 9 o'clock braced the yards some

and set fore & aft sails. set miz Royal. the Brig we gammed yesterday

is [illegible] the [illegible] at the fore [illegible]

[illegible] but [illegible] Cooper repairing casks. scrubbed deck at 4 o'clock p.m.

[illegible] at 6.30 p.m. we will cross the line tomorrow. { Lat [illegible] }

87th Day } Tues. July 19th/81 { Long [illegible] }

[illegible] with fine [illegible] weather nothing [illegible] the wind

[illegible] going over 8 knots steering [illegible]

[illegible]

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Crossed Line July 1881 Lat 01.13
87th Day Tues Jul 19th [illegible] Long 29 [illegible]

[illegible] the [illegible] 4 [illegible]
[illegible] both [illegible]
[illegible] to them. riveted a new set of hanks on the [illegible]
[illegible] in the F. Royal at daylight and set it again at [illegible]
run 190 miles last 24 hours. Crossed the Line at 3.30 this morning
[illegible] deck at 4 o'clock. nothing seen from mastheads.

88th Day Wed. Jul. 20th 81 Lat. 04.05 Long [illegible]

[illegible] with very fine weather. everything set and the fine [illegible]
[illegible]
[illegible] at work cleaning iron work and handling [illegible]
[illegible]
[illegible]
[illegible] repaired the fore & foretopmast [illegible]
[illegible] now getting the ship ready for home. [illegible]
[illegible] washed deck at 4 o'clock. broke out Tobacco [illegible]
[illegible] it. also soap & matches. saw Porpoises to day. [illegible]
[illegible] all around. set F. Royal at sundown. Lat 05.58

Thurs July 21st/81 Long. 41.30

[illegible] begins with [illegible] fine weather wind on the starboard [illegible]
everything set and a good breeze stirring at. at 4 o'clock a.m. [illegible]
[illegible] the yards and down [illegible] sail and up mainsail [illegible]
[illegible] water and rigged the scuttle butt. then cleaned out [illegible]
[illegible] everything for home got through at 3.30 p.m. [illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible] 12 [illegible]
[illegible] set the [illegible] but the wind has died

July 1881

[illegible] Thurs. July 21st/81 Lat. 25.55 Long. 41.30

[illegible] and we have got a rain and [illegible] amount of [illegible] [illegible] in the M. T. G. Sail nothing seen from mast head to day. I hope we will get [illegible] in trade winds after it clears up for we are in about the Latitude to get them now. we are 2671 miles from New Bedford to day.

70th Day Fri. July 22nd/81 Lat. 27.12 Long. 41.12

Day comes with a calm but the weather has not cleared up yet. [illegible] the M. T. G. Sail at 3.30 a.m & main Royal at 6 O'clock. we braced up sharp [illegible] [illegible] and [illegible] our course until 4 o'clock p.m when the wind [illegible] [illegible]. there is a light breeze this afternoon. we scrubbed ship [illegible] inside to day with sand. took down the [illegible] on both sides and scrubbed them got through at 4 O'clock p.m and scrubbed deck [illegible] [illegible] to day. took in M. Royal at 5.30 p.m it looks like more rain to night. struck a [illegible] at 4.30 but the [illegible] drawed out and we lost him.

71st Day Sat. July 23rd/81 Lat. 28.15 Lon. 40.30

Day comes with calm weather and ship heading [illegible] [illegible] at 5 o'clock a.m and wore again at 8.30 a.m after that she headed [illegible] N.E. [illegible] a light breeze sprung up but it did not amount to [illegible] we scrubbed ship outside to day one man fell overboard off the stage but the ship was not going much so he got aboard easily. we [illegible] finished ship and scrubbed deck at 4 o'clock p.m. we wore at 12 o'clock to night we set the 3 Royals.

72nd Day Sun. July 24th/81 Lat. 29.00 Long. 40.35

Day comes with a dead calm. took in [illegible] Royal at daylight and wore ship at 6 o'clock a.m. at 12 o'clock m [illegible] [illegible] the yards on the port tack. we are right in the [illegible] now between the N.E. & S.E. trades and it is hard to tell how long the calm will last. we cannot eat or sleep below now it is so hot. the sun is like a furnace. there was a large number [illegible] around but did not come close enough to strike.

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{ [illegible] } { Jan 4·1881 } { Lat 09·12 }
{ [illegible] Day } Mon Feb 25th/81 { Long 41·30 }

Day [illegible] with fine weather [illegible] [illegible] [illegible] got a Breeze at 12·30 a.m and wore ship but the wind [illegible] the time we wore ship again at 6 O'clock and headed [illegible] so we have kept so on the Starboard tack all day we [illegible] wether these are the trade winds or not if they are they are [illegible] light we took in F. Royal at daylight. slushed down the masts and painted the port side of the ship outside got through at [illegible] scrubbed deck at 4 O'clock p.m. plenty of Fishes in sight to day raised a Steamer at 9 O'clock a.m on our weather bow but it went out of sight in a short time.

{ Lat 09·26 }
{ 94th Day } Tues Feb 26th/81. { Long 42·00 }

Day begins with calm weather ship heading [illegible] at [illegible] the wind hauled ahead but at 8 O'clock a.m it came fair [illegible] and at 9 O'clock we squared the yards and hauled the mainsail [illegible] but at 12 O'clock m. it died out to a calm and has been so [illegible] since we braced up the yards on the port tack. set the F. Royal [illegible] and painted the starboard side of the ship outside [illegible] [illegible] and scraped and [illegible] [illegible] a large school of Blackfish but a long way off. it is very warm now scrubbed deck at 4 O'clock p.m. [illegible]

{ 95th Day } Wed Feb 27th/81 { Lat 09·45 } { Long 42·10 }

Day begins with calm weather no wind to go any [illegible] up and staysails down. we wore ship at 6 O'clock a.m [illegible] 10·30 a.m and again at 3·30 p.m. again at 4 O'clock p.m and again at [illegible] [illegible] in this calm weather the sun is like a furnace. at [illegible] [illegible] pitch on deck and in the boats [illegible] [illegible] the yards & blocks and [illegible] got all through except the main. scrubbed deck at 4 O'clock.

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{96th Day} Thurs. July. 28th '81 {Lat 09.48 / Long 42.20}

D[illegible] [illegible] with fine weather and a good breeze [illegible] [illegible] [illegible] we have the N.E. trades now but [illegible] [illegible] [illegible] we broke out Flour. Ahldes. Butter a tierce [illegible] tierce of [illegible] [illegible] we have been [illegible] [illegible] [illegible] since the sail is done, and all [illegible] we [illegible] [illegible] sanded deck at 4 o'clock [illegible] the breeze [illegible] great deal cooler. or we were nearly [illegible] [illegible] like a good breeze to night [illegible] P.m. [illegible]

{97th Day} Fri. July. 29th '81 {Lat 10.10} {Long 43.00}

D[illegible] with fine weather [illegible] [illegible] a cask of [illegible] [illegible] the [illegible] [illegible] stand [illegible] [illegible] of the three [illegible] sanded deck at 4 O'clock. P.m. set Fr. Royal at sundown the [illegible]

{Lat 10.48 / Long 43.21}

Saw C. {98th Day} Sat. July. 30th /81

Day begins with fine weather fair winds and everything [illegible] moonlight. we took in Fr. Royal at daylight. broke out water and [illegible] the scuttlebutt broke out a cask of Beef. [illegible] and [illegible] ships. cleaned all the fluke chains & [illegible] [illegible] cleaned up [illegible] side of the blubber room and [illegible] [illegible] the [illegible] [illegible] next week [illegible] at 4 o'clock and set the Fr. Royal at sundown. we made. 180 miles to day. {Lat 12.15 / Long 44.20}

{99th Day} Sun. July. 31st '81

D[illegible] with fair weather and a good breeze. Course [illegible] [illegible] a.m. [illegible] & [illegible] Royal [illegible] again we have had a [illegible] breeze all day.

99th Day } July. 1881 Sun. July 31st/81 { Lat 12.13 Long 44.20 }

we made 213 miles in last 24 hours [illegible], to look like getting home [illegible] we have good wind we will be aboard in 2 Sundays more. we set the F. Royal at sundown. saw nothing to day and do not expect to see anything until we sight Block Island.

100 Days } August. 1881 Mon. Aug. 1st/81 { Lat 14.26 Long 47.00 }

Sun arose with [illegible] until midnight [illegible] we took in the [illegible] water [illegible] down and lashed them to the deck. made all the rigging [illegible] and got the [illegible] but there was [illegible] and we spent in [illegible] to day. at 10 a.m. [illegible] stowed [illegible] we took in their & their Royal and set them again at 12. [illegible] we took the rudder casing off scraped and oiled the [illegible] & [illegible]. overhauled our potatoes and [illegible] them got ready to [illegible]. the [illegible] busy stowing their things for home. he gave away [illegible] shoes & hats and toilet soap to the men forward. made a new cage in the harness cask at work making belaying pins. saw gulf weed to day floating past. set F. Royal at sundown. scrubbed deck at 4. O'clock p.m. everyone busy cleaning up and painting boats. we made about 222 miles to day. the breeze is light to night and the course is N.W. ½ N. we are 1600 miles from home to night.

101st Day } Tues. Aug. 2nd/81 { Lat 15.03 Long 4[illegible] }

[illegible] again, with fine weather and a good breeze [illegible] a.m. [illegible] the wind began to die out and at [illegible] a.m. [illegible] and it continued so all day. we are afraid the trade winds [illegible] us as we expected they were going to last a while longer. we [illegible] in the morning and have been painting all day [illegible] we also [illegible] the cabin. the [illegible] making [illegible] in the Royal at sunrise and set it at sunset.

August 1881

{102nd Day} Wed. Aug 3rd /81 {Lat 17.3[illegible] Long 50.43}

This day [illegible] weather and [illegible] the [illegible] [illegible] at sunrise and set it [illegible] P.m. 5.30 and hauled down the jibs. we have just got steerage [illegible] and that is about all. Course N.W. by N. buisy painting all day but did not get through. this was an awful hot day. [illegible] day [illegible] sunstruck to day. struck a Barracoutta to day but lost him again. I hope we will get a breeze before long.

[illegible] {103rd Day} Thurs. Aug 4th/81 {Lat 18.56} {Long 52.52}

This day begins with fine weather but a very light breeze. steering N.W. ½ W. [illegible] painting [illegible] did not finish [illegible] as warm as yesterday [illegible] we had a light breeze all day. took in F. Royal at sunrise and set it at sundown. sighted a steamer [illegible] P.m. 6.15 bound to the Southard. we are 1600 miles from home to night [illegible] to day.

{104th Day} Fri. Aug. 5th/81 {Lat 19.10 Long 53.4[illegible]}

This day begins with fine weather and a light breeze from the [illegible] Course N.W. ½ W. at 2 O'clock a.m. squared the yards and hauled down the jibs. took in F. Royal at sunrise. put [illegible] rigging [illegible] gear. painting all day all over the [illegible] and the [illegible] painted all their chests. struck a porpoise but [illegible] nothing [illegible] the head in the [illegible] did not want to bring him on deck on account of the paint. set the F. Royal at sundown. sighted a large ship back to day. the breeze is a little stronger to night. nothing seen from masthead.

{105th Day} Sat. Aug. 6th/81 {Lat 20.22 Long 54.54}

[illegible] of the [illegible] course N.W. [illegible] [illegible] took in F. Royal at sunrise and set it at sundown. at 9 O'clock a.m. the wind hauled a little. [illegible]

August. 1881 Lat 20.52

105th Day Sat. Aug. 6th/81 Long 54.34

we took our mincing machine [illegible] upset and [illegible] cleaned the hopper and mincing box. I hope we will not have to dirty them again. although there is 50$ up for a sperm whale. we were painting all around to day. painted our [illegible] to [illegible] and put all the rigging to the pins. we had a large hog aboard that the Capt was going to take home but the weather is so hot that he was afraid he would lose her. so we killed her to day she weighs about 180. we wet hold. pumped ship. took out [illegible] [illegible] & [illegible]. and scrubbed deck at 4 o'clock. there was great patches of Gulf Weed going by all day. everyone is ready to go ashore now. I wish it was tomorrow.

Lat 21.05

106th Day Sun Aug. 7th/81 Long 55.00

Day begins with fine weather and a fair wind course [illegible]. took in F. Royal at sunrise and set it at sundown. we had to break out [illegible] and beef to day we were so busy yesterday we did not have a [illegible] nothing seen from masthead to day. plenty of Gulf weed going by the breeze was light during the day. but after 6 P.m. [illegible] [illegible] one sunday more aboard if we have good luck.

Lat 22.[illegible]

107th Day Mon Aug. 8th/81 Long 56.52

Day begins with fine weather fair wind but light. we [illegible] at sunrise and set it at sundown. we [illegible] to day and [illegible] them [illegible] and [illegible] them up to the foremast. [illegible] [illegible] his name on the [illegible] painting [illegible] except the [illegible] of the house. [illegible] [illegible] to day. saw nothing from masthead at [illegible] 30 [illegible] until we sight Block Island. I [illegible] my box to day. we are having light winds with a little rain to night but we are [illegible] over 100 miles a day. we are about 600 miles from [illegible] to night. [illegible] and [illegible] home

4 Years. | August 1881 out | Lat 23.58

108th Day | Tues. Aug. 9th/81 | Long 58.07

Day [illegible] with fine weather, the wind not very [illegible] of it and [illegible] a.m. o'clock, it [illegible] and [illegible] raining [illegible] and one of the hot[illegible] days as I want to see about 2 o'clock p.m. there was a light breeze sprung up and continued the rest of the day we took in [illegible] at sunrise and set it at sundown [illegible] and [illegible] the sea was so smooth there was not a ripple in the forenoon [illegible] scrubbed deck at 4 o'clock. one of our Boatsteerers got laid up with the heat to day at 3 o'clock p.m. raised a ship on our weather bow and at 4 o'clock raised a Brigantine on our weather quarter [illegible] our [illegible] [illegible] to day we are about 840 miles from home to night. our time is up to night 4 Years out.

109th Day | Wed. Aug. 10th/81 | Lat 25.36 | Long 60.25

Day begins with a dead calm and continued calm all day not a breath of wind [illegible] in the [illegible] and the sun [illegible] down [illegible] it [illegible] the heat so we cannot eat very much. [illegible] and the [illegible] breeze [illegible] swimming [illegible] the ship. we had a shark lookout for sharks. scrubbed decks at 4 o'clock, we took in F. Royal at sunrise. put a new line in our log [illegible] some [illegible] to the port[illegible] between decks to keep the ship on even keel. we are braced [illegible] on the port tack. at 8.30 p.m. we got a little [illegible] we braced the [illegible] on the port tack and hoisted F. Royal. at 11.30 we squared in the yards some as the breeze hauled aft.

[illegible] | 110th Day | Thurs. Aug. 11th/81 | Lat 26.01 | Long 60.58

Day comes with a very light breeze not enough to keep us moving hardly [illegible] square mainsail hauled up and [illegible] down. [illegible] but it began to haul ahead at 10 o'clock a.m. [illegible] and we braced up on the port tack. down main tack and

Sun C. | August. 1881 | Lat 26.01
110th Day | Thurs Aug. 11th /81 | Long 60.53

p.m.
[illegible] the bitts and at 3 O'clock, [illegible] the [illegible] up [illegible] on the [illegible] [illegible] we [illegible] over all the Royal [illegible] [illegible] the starboard [illegible] and [illegible] we used [illegible] turpentine backstays. we raised a sail at p.m. 2.30 on our port bow bound to the Southard it was a Brigantine it was very warm to day and we all had a swim. we went work [illegible] all around but nothing done of any acct. the Capt was cleaning a large sperm whale jaw that he is going to take home. we cleaned out our potatoe pen, and stowed it full of old rigging. scrubbed decks at 4 O'clock. we are all out of Potatoes now. this warm weather [illegible] them. took in F. Royal at sunrise. set it at sunset. there [illegible] [illegible] [illegible] at p.m. 11.30. with a light rain and [illegible]

111th Day | Fri Aug. 12th '81 | Lat. 27.10 | Long 62.0[illegible]

Day begins with a very light breeze. close hauled on the port tack. [illegible] [illegible] [illegible] [illegible]rise c. [illegible] W.by N.½ N. took in F. Royal at sunrise and set it at sunset. saw a large Diamond Fish close to this morning. at a.m 8.30 a heavy squall came up. took in Main & mizzen Royal and furled them. clewed up Fore. main & miz. T. G. Sails. hauled down the flying jib and main T. M. S. Sail and Main T. G. S. Sails. it was all over in a few [illegible] and we made all sail again. except miz. Royal. which we set at 1 O'clock p.m. no work at all going on to day. we washed out all our paint brushes and scrubbed decks at 4 O'clock p.m. there were 3 Swallows around the ship to day. and they are aboard to night. the first visitors from Yankee land. there is very light wind to night. this is the time that drags now. not much work and so near home and cannot get there.

Sun C | 112th Day | Sat. Aug. 13th/81 | Lat 28.03 | Long 63.15

Day begins with the same weather [illegible] [illegible] [illegible] [illegible] at a.m. 2 O'clock [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] at p.m. 2.30 [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] in the [illegible] [illegible] [illegible] [illegible] blanket, and [illegible] [illegible]

August 1881

[illegible] | 112th day | Sat. Aug. 13th/81 | Lat. [illegible] Long. [illegible]

it [illegible] but they did not get much [illegible] down for about 3½
[illegible] hours in [illegible] with thunder and lightning we took
in and furled the 3 Royals [illegible] down the 3 top g. sails and
hauled down Fly jib and hauled up mainsail & [illegible]
[illegible] about 3.30 a.m. but as usual left us in a [illegible]
set everything again except the Royals [illegible]
it was calm until 12.30 p.m. when a little breeze sprung up and
we thought we were all right but it died out again at 3 p.m. o'clock
we have had a very light wind since that just about moving and
that is all. we must have [illegible] out Bread [illegible] Beef [illegible] and
potatoes hunted ship and scrubbed deck at 4 o'clock raised a
Brigantine at 3 o'clock on our starboard [illegible] bound to the S.
saw a [illegible] at 2 [illegible]
at 5.30 p.m. [illegible] Swallows were around to day and are getting quite
tame. the old Lady caught one that lighted on her bird cage.
[illegible] of the [illegible] Royal
[illegible]

[illegible] | 113th Day | Sun. Aug. 14th/81 | Lat. [illegible] Long. [illegible]

Day begins with a very light breeze everything set. [illegible]
at 6 o'clock a.m. we got a squall with light rain. we clewed down
the 3 Royals [illegible] the [illegible] Royal it lasted about half an hour
we hoisted up the Main & Miz Royals again it left us [illegible]
[illegible] at 9.30 a.m. it freshened up from the S.W. and we have
[illegible] wind. we [illegible] Royals. we hoped [illegible]
the Bermudas to day at 4 o'clock p.m. intended to sight them
but the weather was hazy and we could not see [illegible]
[illegible] the
[illegible] at 2.30 p.m. [illegible]
the horizon [illegible] we are going tonight
about [illegible] this week.

August 1881

[illegible] 113th Day Sun Aug 14th 81 [illegible] 27.1[illegible] [illegible] 64.07

it Continued [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] Barometer [illegible] [illegible] [illegible] [illegible] [illegible]

2 Tack O | 114th Day | Mon Aug 15th 81 | Lat 30.40 | Long [illegible]

Day begins with a very strong [illegible] [illegible] [illegible] [illegible]
[illegible] at 12.30 a.m. [illegible] mizz [illegible]
2.30 a.m. [illegible] take [illegible] in and [illegible] at 3.30 a.m. [illegible]
strong [illegible] carried away [illegible] M. T. Sail and M. T. G. Sail [illegible]
hauled them down and furled them, then took in Main [illegible]
and at 5 a.m. [illegible] T. G. Sail [illegible] a.m. [illegible]
set the Main T. G. Sail again. the Capt is cracking on [illegible]
we are shipping plenty of water fore and aft but no matter, we are
homeward bound. there was a very large log of wood passed
close to the ship on the weather [illegible] at 8 a.m. [illegible] at 9.30 a.m. [illegible]
[illegible] in main
and mizz [illegible] and [illegible] by topsail halyards [illegible]
[illegible] at 11.30 a.m. with the wind [illegible]
good breeze. we set the Fly Jib Main & mizz T. G. Sails [illegible]
[illegible] 175 miles [illegible] 24 hours,
at 3.30 p.m. it began to blow strong again took in the Main & mizz [illegible]
[illegible] and M. T. mast and [illegible] main [illegible]
[illegible] sea and wind both went down [illegible]
[illegible]
[illegible] 2 [illegible] p.m. [illegible]
[illegible] bound to the Southward. at 7.30 p.m. it stopped [illegible]
[illegible] p.m. [illegible]
on the starboard tack heading W. by S. 5 points off [illegible]
[illegible] to make sail so we are under [illegible] and [illegible]
and hoisted [illegible] and [illegible]
[illegible] unsettled [illegible]

August 1881

[illegible] } Tues. Aug. 16th/81 } Lat. 31.20 } Lon. 67.08 }

[illegible] with good weather [illegible] on the port tack [illegible] at [illegible] am we set [illegible] at 3.30 [illegible] main [illegible] and [illegible] at 4.30 [illegible] again [illegible] breeze which was fair steering [illegible] we raised a [illegible] right ahead. raised another at [illegible] on our weather [illegible] at 11.30 am on the weather beam. and another on our weather [illegible] at 12 noon. and another on the weather [illegible] at 1.30 pm. making [illegible] looks some like getting back to [illegible] we [illegible] and main [illegible] in [illegible] stay yesterday and had to shift [illegible] on it to day. we removed some [illegible] in the [illegible] scraped the paint spots off deck, and [illegible] off the main-hatches. Cooper set in a new piece of [illegible] over the head [illegible] got [illegible] yesterday. we are standing on the starboard tack to night [illegible] wind ahead. we passed Cape Hatteras this forenoon and entered the Gulf Stream to night. 384 miles from Block Island [illegible] there was a [illegible] squall to windward we took in the 3 T. G. Sails. Fly Jib. and Main T. G. S. Sail and [illegible] them [illegible] did not amount to much only rain. we set them all again at [illegible].30 pm. we scrubbed deck at 4 O'clock pm. there is one ship in sight to night on our weather bow. no wind. now at 9 O'clock. at 9.15 had a heavy [illegible] with plenty of lightening Carried away Fly Jib [illegible] it took in the 3 topgallantsails and Main T. G. S. sail [illegible] with a heavy head sea running [illegible]

[illegible] } 116th Day } Wed. Aug. 17th/81 } Lat. 35.50. Long. 70.14

[illegible] better weather but a bad sea on Cannot make much headway. one ship in sight close to on our weather beam. at 1.30 am [illegible] was clear as a bell. put a preventer [illegible] fly jib and set it [illegible] Main T. G. Sail & Main [illegible]. we are heading our Course since 1.30 am [illegible] I hope we will get a little better weather now so we can make a short run of it.

Thomas August. 1881 Lat 38 [illegible]

Dist C. 116 [illegible] Wed. Aug 10th [illegible] Long 70.12

at 2.30 [illegible]

[illegible] main [illegible] sail, at 6 o'clock the wind [illegible]

[illegible] reefs and hauled up the mainsail, the other ship [illegible]

[illegible] our [illegible] bow. at 7.30 she set her Ensign we lowered a boat [illegible]

aboard [illegible] her. the wind hauled aft and we braced up the [illegible] on the

starboard tack. the boat came back in half an hour. she proved to be

the British Bark. [illegible] of Carnarvon Capt Owen 122 days from

the Philippine Is. with Sugar & Hemp bound for New York. we sent

her some Butter Coffee and Hams. she sent aboard a couple hundred

cigars. we hauled down Fly Jib. made a new set of sheets put them

on and set it again we hauled up the [illegible] down main tack and

stood along. heading N.W. at 11 Oclock there was a bad squall on

our weather bow we took in Main & Mizen Royal. Fly Jib and the 3

Top G. Stays. there was a water spout very close to us. and it burst.

the water coming down in sheets, we clewed up and down every

thing. but it was over in 20 minuits it was the worst we had the

whole voyage. it cleared up in a short time we hoisted topsails. set

Spanker. down main tack and gave her the jib. there was light rain

this afternoon and not much wind. the other ship had a bad time

at the Bermudas on Sunday she had all her light sail blown away

at 2.30 pm set Mizen T. G. Sail. Fly Jib. and both staysails. at 3 o'clock pm saw

a steamer on our weather quarter she passed very close to us. and by

the way she steers we think she is going to Philadelphia. we raised

a ship on our lee bow. at 3.35 pm scrubbed deck at 4 o'clock we

set Fore & Mizen T. G. Sails at 5.30 pm the wind is changing here every

hour. some time on our course and other times 5 or 6 points off.

the other ship about 1 mile off on our lee bow. [illegible] we

[illegible] * main sail [illegible]

[illegible] for the

[illegible] to [illegible] next Sunday.

August 1881

[illegible] Thu Aug 18th/81 | Lat [illegible] | Long 70.55

[illegible] with a dead calm the Kedivedge in sight [illegible]
[illegible] up from the W at 2 O'clock a.m braced around the [illegible]
[illegible] fore and main tacks wind [illegible] came [illegible]
[illegible] another vessel on our lee quarter at 5.30 a.m set [illegible] & mizz [illegible]
[illegible] some rattlines on the lower rigging port side of the main
[illegible] a.m a large Turtle came alongside 3rd mate struck him out
the [illegible] boat with a [illegible] and we had a hard job to haul
[illegible] weighed about 250 we killed and dressed him [illegible]
[illegible] Squid went by at the same time we scraped our [illegible]
masts [illegible] masts & [illegible] masts [illegible] & [illegible]
some rattlines on the [illegible] mizzen rigging both sides [illegible]
[illegible]
[illegible] the [illegible] tidy deck [illegible]
[illegible] varnished the [illegible] house
deck [illegible] set [illegible] Royal [illegible]
measured and marked a new lead line [illegible] 83 fathoms [illegible]
[illegible] to heave at 4 O'clock p.m to day at 12 [illegible]
we are 214 miles from Block Island we have [illegible]
[illegible] no sail in sight at night [illegible]
[illegible] ahead took us all aback we had to [illegible]
[illegible]
wind ahead.

5 Sail O. | 118th Day | Fri Aug 19th/81 | Lat 37.17 / Long 71.17

[illegible] begins with light wind and ahead. at 12.30 a.m it [illegible] back [illegible]
[illegible] during the day [illegible]
[illegible] took in F. Royal. we raised a sail on our weather quarter [illegible]
brought a good breeze with her and passed very close to us. she was a
[illegible] bark bound to some Southern port. we squared the yards at
[illegible] O'clock a.m hauled up mainsail [illegible] & Stay sails it began to [illegible]
[illegible] and took in Main & Miz Royals and furled them at 10 O'clock

S [illegible] C | August 1881 | Lat 7.17
115 Days | Fri Aug 19th/81 | Long 71.47

[illegible] wind [illegible] ahead [illegible] on the [illegible] tack. [illegible] &
[illegible] & down [illegible] and set main [illegible] we were [illegible] at 11.30 a.m
and [illegible] on the starboard tack at [illegible] day [illegible] a [illegible] back.
and [illegible] made 3 new set of Gripes for the boats. got one more to make
got [illegible] aft fore hatches. we raised a sail at 10.30 a.m on weather bow
raised 2 more on weather bow at 4 o'clock p.m another, one on lee bow at
3 [illegible], 5 Sails in sight at 5 o'clock scrubbed deck at 4 o'clock p.m
[illegible] 200 [illegible] | Lat [illegible]

[illegible] O. | 2 Steamers | 119 Days | Sat: Aug. 20th/81 | Long [illegible]

[illegible]
[illegible] ship heading N. E. at 3.30 a.m it began to breeze up pretty strong [illegible]
[illegible] Miz. T. G. Sails. and Miz T. G. S. Sail. at 4.30 a.m tacked again, [illegible]
[illegible] on starboard tack at 5.30 a.m took in Main T. G. Sail. raised [illegible]
on our weather [illegible] at 2.30 a.m and at daylight raised a sail on our weather
[illegible] keeping [illegible] pretty steady with very thick weather [illegible]
[illegible] at [illegible] a.m [illegible] put a cask of [illegible] in the [illegible]
[illegible] stanchions, [illegible] raised a steamer
[illegible] at 12.[illegible] p.m on our weather bow. put a reef in miz topsail [illegible]
[illegible] main T. G. Sail at 2 o'clock p.m we tacked
[illegible] again and are heading N. by. E. on port tack. there is a [illegible]
[illegible] taking [illegible]
[illegible] every pitch. the weather [illegible]
9 [illegible] p.m it changed to squally weather and rain at 10.[illegible] p.m [illegible]
[illegible] & put a reef in miz topsail. blowing pretty stiff. | Lat [illegible]

[illegible] | 120 Days | Sun. Aug. 21st/81 | Long [illegible]

Day [illegible] with [illegible]
12.30 a.m we put a reef in F. Topsail. at 1 o'clock a.m reefed main [illegible]
[illegible] in [illegible] fore & main topsail [illegible] and miz topsail [illegible]
[illegible]
[illegible]

August. 1881

[illegible] {120th Day} Sun. Aug. 21st/81 } Long. 70.36

[illegible] tack with lower topsails, set. heading [illegible] coming on daylight it began to moderate some. set the miz. topsail close reefed and [illegible], and at am 1.30 [illegible] [illegible] & main topsail and set them reefed. [illegible] the [illegible] at 10 o'clock. loosed the mainsail at 10.30. at 11 o'clock. shook reefs out fore & main topsail. weather getting better and the sea going down. after dinner loosed main T. G. sail & miz. [illegible] shook reef out of miz topsail. heading [illegible] at 7 o'clock the wind was very light and hauled [illegible] steering [illegible] loosed the fore & miz. T. G. sails. and at [illegible].30 set the fore main & miz. Royals. and main T. M. & Main T. G. S. Sail. all hands were pretty well frightened last night we thought we were going to have the August hurricane but the weather is all right now. we raised 5 sails to day. also a full rigged [illegible] [illegible] and a [illegible] [illegible] a large Brig. Come pretty close to us at 4 o'clock pm they were all outward bound. I hope we will get a [illegible] wind now to run in. 68 miles to Block I. Light. there is a Comet in sight to night in the N. W.

[illegible] {121 Days} Mon. Aug. 22nd/81

L[illegible]

[illegible] squall. took in fore & miz. Royals. set the miz. Royal a[illegible] [illegible] Spikes for New Boat and put them on. took down [illegible] [illegible] them and put them [illegible]. [illegible] the [illegible] [illegible] to be the J. H. Lane. Capt. Shute. belonging to Searsport [illegible] 2 day from New York bound to [illegible] [illegible] did not get much news [illegible] [illegible] in the afternoon [illegible] all hands on deck and took down Try Works and threw them [illegible] [illegible] the iron work [illegible] the [illegible] and [illegible] scrubbed deck with sand and got through at 5 o'clock. the wind [illegible] out at 2 pm o'clock and to night it is a dead calm. we saw 10 sail to day and at sundown saw [illegible] and one Steamer. hauled up [illegible] & mainsail at [illegible] at 10 pm o'clock, got a light breeze [illegible] down fore & main tack, [illegible] [illegible] at 15.12 pm. I hope we will get a breeze soon. 98 miles from Block Island

August 1881

Tues Aug 23rd /81

Day begins with very fine weather everything set and a fair wind [illegible] W. about 1 O'clock a.m. the wind hauled ahead [illegible] at [illegible] o'clock a.m. it began to haul back again and at 12. [illegible] we were heading our course. no mastheads up to day. we [illegible] out the boats. stowed the craft in casks. and stowed them, [illegible] out the run. oiled the stanchions & lash rail. and touching up with paint all around. sent down guy blocks from the foremast. [illegible] pennants from the main, took down all the scotchmen [illegible] put a small patch on fore & main T. G. Sails. scrubbed deck [illegible] at 4.30 raised Block island 1½ points on the lee bow [illegible] went to supper. then got up fish tackle. got both anchors off the bow. got up 45 fathoms on port cable and 30 on starboard [illegible] and bent on. all ready to let go. any amount of sails in sight to day and 5 Steamers saw a New York Pilot boat No. 23. [illegible] toward 2 of the Steamers. we set our Ensign but the Pilot did not come down he knew what we were. there is lights all around to night. Block Island & Gay Head both in sight. hauled up [illegible] & mainsail. spanker and main spencer. we will be in tomorrow. not much sleep aboard to night. the Ocean [illegible] [illegible] p.m. [illegible] 2 [illegible] 2 points on Starboard bow. at 10 O'clock p.m. we got a light [illegible] Gay Head light [illegible]

Wed Aug 24th /81

Day begins with [illegible] weather [illegible] at 4.30 the fog [illegible] up and [illegible] ahead [illegible] down [illegible] at 5 o'clock and set Blue Peter [illegible] a Pilot came aboard from Cuttyhunk at [illegible] o'clock. we passed the Hen & Chickens and Sow & Pigs light ships at [illegible] o'clock and came to [illegible]

Arrived { August 1881 { Lat 41.33 }

{ 23rd [illegible] } Vid Aug 24th 81 { Long 70 [illegible] }

ch all hands went to breakfast at 7 o'clock set all our bunting worked down deck at 8 o'clock. a New York tug boat came alongside and wanted to take us in he asked $100. the Capt offered him $10 but he would not take it. we expect the owners to send a tug down and [illegible] they do for will have a hard job to beat up as the wind is dead ahead. the Pilot is working the ship in good style. everyone on board has got a light cold already with the land breeze. the boys are all busy getting ready to go ashore and exchanging addresses. so as to write. the crew are all parting on the best of terms. we are away from [illegible] [illegible] 4 years 14 [illegible] [illegible] 9th of Aug 1877. we tacked a number of times but could not make much headway. at 10 o'clock the [illegible] the owners came alongside in a Yacht we [illegible] and took him aboard. the reason we did not get a tug boat was on account of a Yacht race and the boats were all engaged. so we worked away until [illegible] o'clock and then came to an anchor outside of Clarks Point the Doctor came aboard and gave us a clean bill. the Custom house officer came aboard also. and then the sharks swarmed aboard. all was confusion. then we furled all sail. squared the yards. and then all hands went ashore in a fine Yacht and the boys all scattered to the [illegible]. so ends the Voyage of Ship Horatio and I hope my last.

Recapitulation

Year	[illegible]	[illegible]	[illegible]	[illegible]	Boat	[illegible]	[illegible]	[illegible]	Lat.	Lon.	[illegible]
1877	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		14

Total 14.89

Recapitulation

Year	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	Sat	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	45	[illegible]
"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	"		[illegible]	[illegible]
"	"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	"		[illegible]	[illegible]
"	[illegible]	[illegible]	15th	[illegible]	[illegible]	[illegible]	[illegible]	Fine	25.58	17° 14' W.	15	[illegible]
"	"	"	"	2nd [illegible]	[illegible]	"	"	"	"	"	5	[illegible]
"	"	"	"	"	"	"	"	"	"	"	7	[illegible]
"	"	"	"	3rd [illegible]	[illegible]	"	"	"	"	.	28	[illegible]
"	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	R.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
"	"	[illegible]	[illegible]	2nd [illegible]	[illegible]	R.	[illegible]	[illegible]	" "	"	26	[illegible]
"	Nov.	Mon	1st	3rd [illegible]	[illegible]	R.	[illegible]	[illegible]	[illegible].10	.	95	40
"	"	Wed.	3rd	1st [illegible]	[illegible]	R.	[illegible]	[illegible]	" "	.	75	41
"	"	"	10th	" "	"	"	[illegible]	[illegible]			70	42
[illegible]	Feb.	Tue	27th	3rd [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	31.44	17° 30'	100	[illegible]

Gauning

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
"	" [illegible]	[illegible]	[illegible]	" [illegible]	"	"	
"	[illegible] "	[illegible]	" Minerva	" [illegible]	"	"	
[illegible]	[illegible]	[illegible]	" Gazelle	" [illegible]			
"	[illegible]	[illegible]	" Triton	[illegible]		"	
"	[illegible]	[illegible]	[illegible] California	" [illegible]			
	[illegible]		[illegible]	" [illegible]		"	
	[illegible]	[illegible]	[illegible]	" [illegible]	"	"	
"	[illegible]		" " "			"	
"	[illegible]	[illegible]	" [illegible]	" [illegible]	[illegible]		
[illegible]	[illegible]	[illegible]	[illegible]	" [illegible]		[illegible]	
	[illegible]		" "	" "	"	"	[illegible]
"	" [illegible]	[illegible]	" "	" "	"	"	[illegible]
"	[illegible]	[illegible]	[illegible]	" [illegible]	"	"	
"	[illegible]	[illegible]	" "	" "	"	"	
	[illegible]	[illegible]	[illegible] California	" [illegible]	"	"	
"	" [illegible]	[illegible]	" "	" "	"	"	
	" [illegible]	[illegible]	[illegible] Kamtschatka	" Kaupe			
[illegible]	[illegible]	[illegible]	[illegible] [illegible]	" [illegible]	[illegible]		
	" [illegible]	[illegible]	" " "	" "		"	
"	" [illegible]	[illegible]	" " "	"			
	[illegible]	[illegible]	[illegible] Emily	" [illegible]	[illegible]		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
	" [illegible]	[illegible]	" "	" "	"	"	
	[illegible]	[illegible]		"			
"	[illegible]	[illegible]	[illegible]	" [illegible]			[illegible]
	[illegible]	[illegible]	[illegible]	" [illegible]	"		[illegible]
	" [illegible]	[illegible]	"	" "	"		[illegible]
[illegible]	[illegible]		[illegible]	[illegible]			[illegible]

January

[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	Captain		
[illegible]	[illegible]	[illegible]	12		Bk Canton	Sherman	N.B.	31
"	[illegible]	"	2?		Bk California	Brightman	" "	[illegible]
"	[illegible]	[illegible]	[illegible]		" " "	" "	"	[illegible]
"	[illegible]	"	2?		[illegible]	Wilson	" "	[illegible]
"	Fri	Mar	16	[illegible]	Gratitude	Betts	Hamburg	35
"		Dec	16th		" Canton	Sherman	N.B.	36
1851	Jan	[illegible]	2?	51	[illegible]	Sherman	N.B.	37
"	[illegible]	[illegible]	12	"	Bk [illegible]	Earl	[illegible]	38
"	[illegible]	"	1?	"	" "	"	"	[illegible]
"	Thur	"	20th	"	" Canton	Sherman	N.B.	40
"	Tue	"	23rd	"	" Splendid	Earl	[illegible]	41
"	Tue	"	25	"	" Canton	Sherman	N.B.	42
"	Wed	Feb	2nd	"	" Alaska	Fisher	" "	43
"	Sat	June	25th	"	Knight Childs	Pritchard	Cumberland	[illegible]
"	[illegible]	Aug	7	"	Hyat	[illegible]	[illegible]	[illegible]
"	Wed	Aug	17th	"	[illegible]	[illegible]	[illegible]	46
"	Mon	"	22nd	"	Bg J. R. Lane	Shute	New York	47

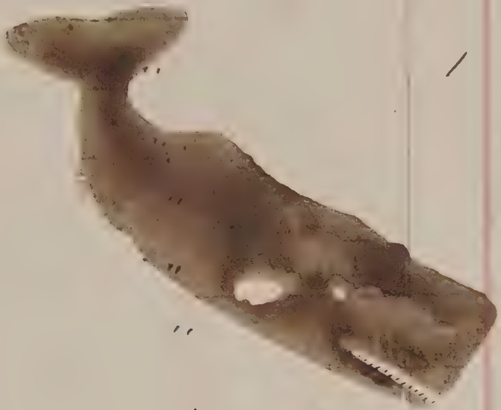
Larboard Boat.

J. W. Center

					Barrels.	No.
1878	Jan. 14th	1	Sperm Whale.		35	1
May.	10th	"	" "	1	10	2
"	12	"	" "		97	3
June	23	"	" "		83	4
1879 Feb.	14	"	" "		50	5
" "	22	"	" "		68	6
July.	21	"	" "		50	7
"	"	"	" "		35	8
Oct.	26	1	Right Whale.		45	9
Nov	24	1	Sperm Whale	1	25	10
1880 Jan	24	1	" "		15	11
[illegible]	15	1	" "		15	12
Oct.	7th	1	R. "		70	13
Nov.	3rd	1	" "		75	14
"	[illegible]	1	" "		[illegible]	15

Waist Boat

Date	G.	W.	Pierce.		Bbls.	No
1877 Oct. 13.	1	Sp.	Whale		13.	1
1878 Feb. 4 "	1	"	"		65	2
" Apr. 20	1	"	"		27	3
" 23	1	"	"	1	05	4
Aug. 10	1	"	"		25	5
Feb. 22 1879	1	"	"		65	6
Apr 27	1	"	"		26	7
Mar. 27 1880	1	"	"		32.	8
Feb. 15 "	1	"	"		7	9
" "	"	"	"		5	10



Bow Boat
G. W. Howland

Date						BBls	No
187 Jan	14		1	Sp.	Whale	40	1
Feb.	8		1	"	"	102	2
Jun.	12		1	"	"	33	3
May	4	1879	1	"	"	68	4
"	"		1	"	"	52	5
Oct	24	1880	1	R.		60	6
Mar	31		1	Sp	"	32	7
[illegible]	[illegible]	"	1	"	"	28	[illegible]
Oct.	14		1.	R.	"	66	[illegible]
Mar.	1[illegible]		1	"	"	95	10
Feb.	[illegible]	1881	1	Sp.	"	106	11

Starboard Boat

Wm. H. Morton

...ule.				Bbls.	No
7' Jan	14.	1	S. Whale	35	1
mar	3	1	" "	50	2
	1877				
Jun	24	1	" "	26	3
July.	1	1	" "	75	4
"	21	1	" "	20	5
Oct	23	1	R. "	60	6
Nov.	6	1.	R. "	80	7

Whaling Signals

Fore

1 Flag: Whales off weather bow.
1 Flag. Half mast Whales off on lee [illegible]
1 Flag. up & down [illegible] [illegible]
1 Flag. at Fore & Main Boat Stove
1 Flag. at Fore & Mizzen take your oars

Main

1 Flag. Whales up look sharp from the Boats
1 Flag. Half mast Whales off lee beam.
1 Flag. up & down Whales off weather [illegible]
1 Flag. Main & Mizzen Whales to leeward [illegible] [illegible]
1 Flag. Half mast. Fore & Main [illegible] [illegible] [illegible]

Mizzen.

11 1 Flag. Whales off weather quarter
1 Flag. Half mast. Whales off lee quarter.
1 Flag. Fore main & Mizzen Boats out of sight [illegible]
14 1 Flag. up & down go to the fast Boat
1 Flag. Half mast Main & Mizzen Come [illegible]
1 Flag. Half mast. Fore Main & Mizzen [illegible]

Mizzen Peak

17 1 Flag Whales astern
18 1 Flag [illegible] [illegible] to [illegible] [illegible]

[illegible] look sharp from the Boats.
[illegible] [illegible] not [illegible] Victory)

Capt. Chas Grant
[illegible] [illegible] N. [illegible]

Journal.
Ship
"Horatio."

MMc.